



WEST WIND March 2001



On the line

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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.

Pacific Soaring Council, Inc.

Officers of the Corporation

President Karol A. Hines
4108 Coralline Ct; Fremont, CA 94555-3369
510-791-2964 h

Karol_soarLL@compuserve.com

Vice President Ty White
41600 Marigold Drive
Fremont, CA 94539-4716
510-490-6765 h; 408-616-8379 w
tylerwhite@earthlink.net

Secretary -Treasurer John Bell
647 Martinique Dr.
Redwood City, CA 94065-1337
650-595-5264 h; 650-595-4731 fax
jbell@pop.sonic.net

Publications Chairperson Diana Bishey
5685 White Mountain Ct.; Martinez, CA 94553-5843
925-228-5371 h; 510-642-5779 w
510-643-1524 fax
dianaB@uclink4.berkeley.edu

Directors of the Corporation

Sergio Colacevich
4436 Northampton Dr
Carmichael, CA 95608-1555
916-967-5710 h; 916-274-5874 w
916-967-5079 fax; sergio@unlimited.net

Tony Gaechter
21060 Canyon View Drive
Saratoga, CA 95070-5718
408-867-2182 h; 408-481-6000 w
408-481-2020 fax; tgaechter@hotmail.com

Chad Moore
Lonoak Route, Box 6
King City, CA 93930-9404
831-385-4446 h
chad@outside-the-box.org

L. Rolf Peterson
2618 Tahoe Drive
Livermore, CA 94550-6624
925-447-5620 h; 925-447-4255 w
Rolfpete@aol.com

Committees

Awards:
Cindy Donovan
151 Haslemere Ct.
Lafayette, CA 94549-2000
925-932-4269 h
415-667-9142 w
Cynthia.Donovan@Schwab.COM

Membership/Address Change/Calendar
Ty White
see address under Officers of the Corporation

Public Relations:
Chad Moore
see address under Directors of Corporation

Safety:
Sergio Colacevich
see address under Directors of Corporation

Competition:
Steve Smith
937 Brookgrove Ln
Cupertino, CA 95014-4667
408-996-2932 h
650-604-5856 w
scsmith@arc.nasa.gov

Sawyer Award:
Ramy Yanez
400 Nicholas Dr
Mountain View, CA 94043
Tel (650)625-0633
ramyyanez@aol.com

FAA Liaison:
Rolf Peterson
see address under Directors of Corporation

Equipment:
Elden Hinkle
700 Hastings St.; Chico, CA 95973-8865
530-898-8101 h; 530-518-4680 w
530-894-7153 fax; ehinkle@aol.com

PASCO League:
Tony Gaechter
see address under Directors of Corporation

Soaring Society of America

Directors - Region 11

Karol Hines
4108 Coralline Ct., Fremont, CA 94555
(510) 791-2964 h
Karol_SoarLL@compuserve.com

David Volkman
P.O. Box 64, Shasta, CA 96087
H-530-246-7559 volkmann@snowcrest.net

HEADQUARTERS
P.O. Box E, Hobbs, NM 88241-1308
B-505 392-1177

GOVERNORS

NORTHERN CALIFORNIA

Bob Korves
1 Tinneil Court, Sacramento, CA 95833
(916) 924-5953 h,
(916) 371-3110 w,
(916) 372-8541 Fax
bkorves@jps.net

NEVADA
Vern Frye
2240 Saddleridge Ct., Reno, NV 89509
h (775) 825-1125

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

Information Numbers

Soaring Meteorology Consultant

Doug Armstrong
Skybird98@aol.com

Aviation Weather Briefings

National Weather Service, Reno
800 WX-BRIEF (##318) (775) 858-1300 (##318) Reno - 775 793-1313 Truckee - 775 793-1313

Sierra Highway Information

Auburn - 702 793-1313

Volume 36, No (3) (500 Copies) Calendar of Events, Ty White; Editorial Policy: WestWind is the journal of the Pacific Soaring Council. Material published in WestWind is freely contributed by members of PASCO. The accuracy of information and the opinions expressed are the responsibility of the contributor. Other publications may reproduce material printed herein, but credit is requested as to source. Classified rate is \$10 per up to 35 words. Send ad and payment to editor. Display advertising rates available upon request. Articles and photo submissions are encouraged. The deadline for submission is the 5th day of the preceding month. Submit all materials to Editor, Janice Hoke 4188 Plateau Ct, Reno, NV 89509, 775-747-4145 h, 775-788-6307 w, janice@abaris.com

REGION 11 GLIDER OPERATIONS

Air Sailing, Inc. Airport David Volkmann 530-246-7559

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

Central California Soaring Club Avenal Gliderport -
600 LaNeva Blvd, Avenal CA 93204, 559-386-9552

Chico Soaring Association (CSA) - Orland Airport, Orland,
CA. Contact Elden Hinkle, 530-898-8101 h,
ehinkle@aol.com

Crazy Creek Soaring 18896 Grange Road, P.O. Box
575, Middletown, CA 95461, 707-987-9112

High Country Soaring Douglas County Airport, P.O.
Box 70, Minden, NV 89423, 775-782-4944

Mt. Diablo Soaring, Inc. Rolf Peterson, Flt. Instructor
2618 Tahoe Drive, Livermore, CA 94550
(925) 447-5620, rolfpete@aol.com

North Valley Aviation Montague Airport P.O. Box 70
Montague, CA 96064 (916) 459-3456

Northern California Soaring Association (NCSA) Byron
Airport, Byron, CA. (925) 516-7503 Contact Mike
Schneider (925) 426-1412

Owens Valley Soaring. 619-387-2673, 5201 Westridge
Rd., Rt 2, Bishop, CA 93514

Palomino Valley Soaring. Air Sailing Gliderport, NV.
Mailing address, Palomino Valley Soaring, PMB 356,
9732 State Route 445, Sparks, Nv. 89436. (775) 475-
2440, info@soar-palomino.com, www.soar-
palomino.com

Hollister Gliding Club, Hollister Airport - Hollister
California, 831-636-3799, 831-636-7705 FAX,
info@soarhollister.com

Soar Minden Douglas County Airport, P.O. Box 1764,
Minden, NV 89423, 775-782-SOAR(7627), 800-345-7627

Soar Truckee, Inc. P.O. Box 2657, Truckee Airport, CA
96160, 530-587-6702

Williams Soaring Center 2668 Husted Road, Williams,
CA 95987, 530-473-5600, soaring@colusanet.com
<http://www.williamssoaring.com/>

REGION 11 CLUBS & ASSOCIATIONS

Air Sailing, Inc. Airport

David Volkmann 530-246-7559

Bay Area Soaring Associates (BASA) - Hollister Air-
port, Hollister, CA; Truckee Airport, Truckee, CA; Dou-
glas County Airport, Minden, NV. Contact Stan Davies,
(408) 238-2880.

Central California Soaring Club Avenal Gliderport,
Avenal, CA. Contact Mario Crosina, 1747 Bobolink Lane,
Fresno, CA (559) 251-7933.

Chico Soaring Association (CSA) - Orland Airport,
Orland, CA. Contact Elden Hinkle, 530-898-8101 h,
ehinkle@aol.com

Crazy Creek Soaring Society (CCSS) - Crazy Creek
Gliderport, Middletown, CA. Contact Roger Archey, (415)
924-2424.

Las Vegas Valley Soaring Association - Jean
Airport, NV, P.O.Box 19902, Jean, NV 89019-
1902. 702-874-1420, elmimi@aol.com

Minden Soaring Club - P.O. Box 361, Minden, NV
89423 Contact Rick Walters (775) 265-3386.

Mount Shasta Soaring Center - Siskiyou County
Airport, Montague, CA, Contact Gary Kemp, 530-
934-2484, gkemp@sunset.net

Nevada Soaring Association (NSA) - Air Sailing
Gliderport, NV. Contact Vern Frye (775) 825-1125 h

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

WORLD WIDE WEB ADDRESSES - REGION 11

SOARING SOCIETY OF AMERICA <http://www.ssa.org>

PACIFIC SOARING COUNCIL <http://www.ranlog.com/pasco/index.html>

AIR SAILING INC. <http://www.airsailing.org>

JIM AND JACKIE PAYNE - FAI BADGE PAGE <http://home.aol.com/JPAviation>

BAY AREA SOARING ASSOCIATES <http://users.aol.com/BAYSOAR/homepage.htm>

CENTRAL CALIFORNIA SOARING CLUB <http://www.soaravenal.com>

CHICO SOARING ASSOCIATION http://www.syix.com/clarkaw/csa_home.html

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

MOUNT SHASTA SOARING CENTER <http://www.community.net/~soaring/mssc.html>

NORTHERN CALIFORNIA SOARING ASSC. <http://www.bethany.edu/psych/ncsa>

PALOMINO VALLEY SOARING www.soar-palomino.com

RENO SOARING FORECAST <http://nimbo.wrh.noaa.gov/Reno/rnosafno.htm>

SILVERADO SOARING, INC. <http://acro.harvard.edu/SSI/silverad.html>

SOAR HOLLISTER <http://www.soarhollister.com/>

WILLIAMS SOARING CENTER <http://www.williamssoaring.com/>

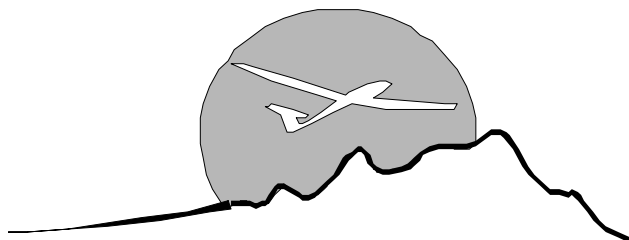
VALLEY SOARING ASSOCIATION <http://www.community.net/~soaring/>

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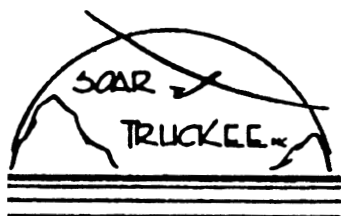
Use of Mode C Transponders

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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Minutes of the PASCO Board of Directors

Feb. 6, 2001.

ATTENDING: John Bell, Diana Bishey, Sergio Colacevich, Karol Hines, Chad Moore, Rolf Peterson, Ty White

DIRECTORS NOT PRESENT: Tony Gaechter

MEETING LOCATION: Due to a conflict in the scheduling of the meeting room, the meeting was moved to a nearby restaurant.

MINUTES OF DECEMBER MEETING: With minor revisions, the minutes were approved and will be forwarded for publication in WestWind.

TREASURER'S REPORT: John Bell has obtained signing authority for the checking and savings accounts, but not yet for the scholarship account. Financial information is only available for the past two calendar years

Action item: John will contact previous treasurers to attempt to locate older financial records.

Account balances: As of Feb. 3, 2001, the scholarship fund contains \$6,213 and the general funds consist of \$16,603. (However, the scholarship fund account is currently owed \$1,157 from the general funds.)

The board strongly believes that the level of the general funds is too high and that the board should move aggressively to spend a significant portion of this money to further the goals of the organization.

Cash flow, general funds: Two ongoing operations of PASCO, the banquet and the PASCO League, have approximately broken even over the past two years and can be expected to continue to do so.

The third ongoing operation, WestWind publication, is supported by PASCO membership fees and income from advertising. Support from membership fees is \$7,000-\$8,500 per year, which is slightly less than the total income from memberships.

Running the national contests in 1999 (and in 1997, although records from that year are currently unavailable) generated the income which accounts for the higher than normal balance in

the operating funds accounts.

Action item: John will generate budget for coming year emphasizing significant spending on soaring related programs to reduce the general funds surplus.

Cash flow, scholarship fund: Approximately one third of the income to this fund was from interest from the endowment. No awards were made in 2000.

PUBLICATION REPORT: Diana reported that she has solicited a couple of articles for Janice, the editor. One of the regional clubs would like to submit an ad, and the procedure for creating and billing ads was discussed.

There is a new SSA Governor of Hawaii and the WestWind inside cover should be updated accordingly.

Action items: Diana will contact Glenn Cobb to discuss his abilities for artwork preparation. Diana will follow up on Hawaii Governor, checking the SSA web page and updating WestWind information.

AWARDS REPORT: The board has approved the procurement of "keeper" plaques for previous winners of the Les Arnold award (plaques that would be retained by the recipients as originally awarded), though no request for funds has been received.

Action item: Karol to check on status

MEMBERSHIP REPORT: Ty has received the block membership renewals for BASA and NCSA. The board is extremely grateful for their continued support.

Ty reported on the estimated cost of distributing the membership roster to all (approximately) 400 members. Reproduction and mailing costs would be on the order of a dollar per person.

The board strongly favors a plan to distribute membership contact information to all members as long as it is not distributed in an electronic (database) form.

Action item: Ty to check with Glenn Cobb on the feasibility of distributing this information as a printed

booklet, similar to a mini-sized WestWind.

PUBLIC RELATIONS REPORT:

With final board approval, Chad will obtain the Domain Name Pacificsoaring.org and coordinate its use with Marc Ramsey.

Chad has initiated contact with USA Today and The Weather Channel to try to evoke soaring related articles. Ty reported that Air and Space magazine (published by the Smithsonian) misidentified our national contests as hang gliding contests, and Ty will follow up to educate and suggest an article. There is a new book published by the SSA titled Soaring in America.

Action items: Chad will look into the possibility of PASCO obtaining copies and subsidizing its distribution. Chad will contact Janice Hoke and Roger Archey for further guidance in preparing a press kit to distribute to flying publications and local news organizations.

SAFETY REPORT: Sergio has sent his Critical Assembly Check proposal to the board via email, has received feedback and is continuing to shape the proposal. Karol noted that this approach to safety is being considered very seriously at the national SSA level, as evidenced by the fact that it is being considered for inclusion into contest rules. The board reiterates that compliance by individual FBOs will be voluntary and they should not feel that they are taking on any liability.

A safety seminar has been scheduled for the mornings of March 31 and April 1 at Williams (leaving the afternoons free for flying). Most of the speakers have been established with a few slots remaining to be filled.

COMPETITION REPORT: We need to initiate a search for a full time person for the chairmanship. In the meantime, Ty will coordinate these activities in addition to his other duties.

There is a need for a contest manager for the Regionals at Crazy Creek since Jimmy Indrebo's new job will

MINUTES *continued from page 5*

preclude his service. Some suggestions were made.

Region 12 has asked for and received PASCO's permission to hold a regional contest in Tonopah this year to support a bid for hosting a National contest. Bids for Nationals are due in July

Action items: Ty and Karol to follow up on Crazy Creek Regionals manager and keep abreast of Nationals bid possibilities.

PASCO LEAGUE: In Tony Gaether's absence, Karol reported that Tony flew out of Byron to evaluate it as a potential PASCO League site. Tony and Mike Schneider have been in contact regarding Tony's considerations for the PASCO league and Byron's desire to host a PASCO league event.

There are a couple of conflicts with PASCO league events: Avenal conflicting with the Regionals and Minden overlapping practice for the Air Sailing contest. Tony feels he has created the best possible compromise with the available dates.

FAA LIAISON: The wave window revision process with the FAA continues. Karol reported that soaring has a new FAA contact in Washington, D.C.

Action item: Karol to consider preparation of article in WestWind reporting her experience as SSA director regarding Washington FFA approaches

to soaring regulations

EQUIPMENT REPORT: The trailer is in good hands with Elden Hinkle. The scales are kept by Rex Mayes at Williams and may need to be calibrated.

Action item: Ty will contact Elden to find out if the scales need to be calibrated.

HIGH ALTITUDE TRAINING: Sergio has obtained three dates, which will fill up quickly. Applicants must have a current medical.

Action items: Sergio to get information to Ty, Ty to email membership and contact Hollister and Peter Kelley (for Vacaville).

CONDUCTING BOARD BUSINESS: Since we have reduced the number of physical board meetings this year, to be effective we must be active and timely in following through on minutes, action items and email communications.

Action item: John will distribute minutes by end of week.

BANQUET AND SEMINAR PLANS and BOARD MEETING LOCATION: Ty has reserved the previous years' location for Nov. 17 of this year. Ty has looked into the Sheraton for board meetings and it is too expensive

Action item: Ty to explore possibility of Hiller museum for the banquet and seminar.

HERLONG AIRPORT CONTACTS:

Action item: John will contact Ken Pruchnick as primary follow up to Ken's contact with Herlong Airport

manager asking for weed reduction efforts.

DONATION: The donation mentioned at the last meeting has fallen through as the parachute in question is outside its service life and could not be legally repacked.

VOLUNTEERS NEEDED: One person contacted for the State Governor's position is unable to serve. The position remains open, as does one board seat.

Action item: Karol will continue to follow up.

SSA REGIONAL DIRECTOR'S REPORT: The semiannual SSA board meeting is this week in Indianapolis. Karol will be attending and paying particular attention to badge and records rules changes.

SAWYER AWARD: The board is disappointed with the level of interest in the Sawyer Award competition, which it considers to be a fun, unpressured competition for bragging rights and a very nice trophy. To fuel interest, the board approved the award of up to ten free one-year PASCO memberships for entrants.

Action item: Sergio and Rami to work out details of this award and to publicize the contest in WestWind. Inclusion of a picture of the very nice trophy was suggested.

DEFINITION OF BOARD'S GOALS: The board identified five potential areas of activity for the coming year, which range from focusing on our current members to reaching out to attract new soaring pilots.

1. To use our financial and personnel resources to return value to our members.
2. To enlist more pilots into the sport of soaring.
3. To mentor newer soaring pilots in cross-country flight.
4. To increase the exposure of soaring as a sport specifically in Region 11.
5. To establish programs to interest younger people.

Action Item: All board members to first prioritize these areas of activity and to suggest ways to execute them.

Remember the PASCO Awards

By Cindy Donovan

As you plan your soaring season, keep in mind the PASCO awards. Distance awards must include ship (make/model, winglets/tips, water and any other factor impacting CHH; turnpoints, distance (great circle formula included) The awards are based on the honor system. The pilot must be a PASCO member at the time the flight is submitted for consideration.

Nominations should be submitted by fall to Cynthia Donovan, 151 Haslemere Ct., Lafayette, CA 94549 or by email to Cynthia.Donovan@Schwab.com. Trophies will be presented at the PASCO Banquet in November.

See the February 2001 WestWind for details on each award.

PASCO Cross Country Soaring Seminar educates, entertains

By Chad Moore

On Feb. 24, PASCO sponsored its third annual seminar series on cross country soaring organized and conducted by Carl Herold. There were about 50 at-

tendees, including several delegates from Southern California and other regions. UC Berkeley provided auditorium space and other support at the prodding of Sumner Davis.

Developed by soaring luminaries in Region 11 and beyond, these seminars draw interest nationwide. Spearheaded by Carl Herold, this kind of venue is not only applauded, but has been imitated in several regions.

The need for these seminars was driven home by a glance at Carl's logbook. In his thousands of hours of soaring flight, he has accumulated only a dozen hours of dual instruction. This is significantly less than a power pilot would have for the equivalent time. Power instruction continues past the private license with instrument ratings, complex checkouts, cross-country endorsements, and other phases of continued education.

In contrast, cross-country soaring does not even require an endorsement. Informal instruction, in the form of one-on-one mentoring, or cross country camps, has been developed to bridge the knowledge gap between accomplished pilots and newer pilots. This seminar adds yet another avenue to allow pilots to fly farther with improved safety.

The first presentation was given

by Charlie Hayes of Palomino Valley Soaring, comparing the "then and now" of cross-country soaring and instruction. Longer spans, a doubling in performance, a shorter training cycle, and other social factors have dramatically changed the sport. Charlie presented an overview of training techniques and pointed out where training has struggled to fill the gap. Charlie and Carl have recently been developing some pilot standards for XC soaring development; and the draft of this work in progress was presented.

Carl followed up with a report on his massive airport database project. The wall was festooned with maps showing landing sites with various levels of

suitability. During each break, the colorful GIS maps drew a crowd. The first products from this effort will be available this summer on the Web.

In perhaps the most entertaining presentation, Bob Maronde from "Crystal Squadron" chronicled the history of out-and-return flight from

the Mojave Desert. Beginning as a small group of friends with a colorful nickname, the long flights out of Great Western Soaring are the envy of all. The presentation was a series of insightful observations into the mind of a cross-country addict. I particularly liked his quote, "Free advice will only cost you if you act on it."

Other presentations included Ron Bardarson on weather animations, Dan Gudel on weather nuances of the Great Basin, George Marinos on GIS landout maps, Bob Semans on the development of standard courses, and Kempton Izuno on working Great Basin thunderstorms. Carl Herold wrapped up with more comments on novice XC pilot training.

Bob Semans presented "Procedure Alpha," a collision avoidance radio procedure developed for the White/Inyo Mountain corridor. The head-on collision hazard has been increasing with the greater traffic and notoriety of the area. If you fly or plan to fly in this area, you would be wise to pick up the procedure manual at your local club or FBO.

Chad Moore began flying single engine airplanes at 16 and picked up flying sailplanes at age 24. He is currently a PASCO board member and manager for the 2001 Air Sailing Cross-Country Camp. When he isn't playing in the Great Basin sandbox, he works as an earth scientist for the National Park Service.



Capital Campaign 2000

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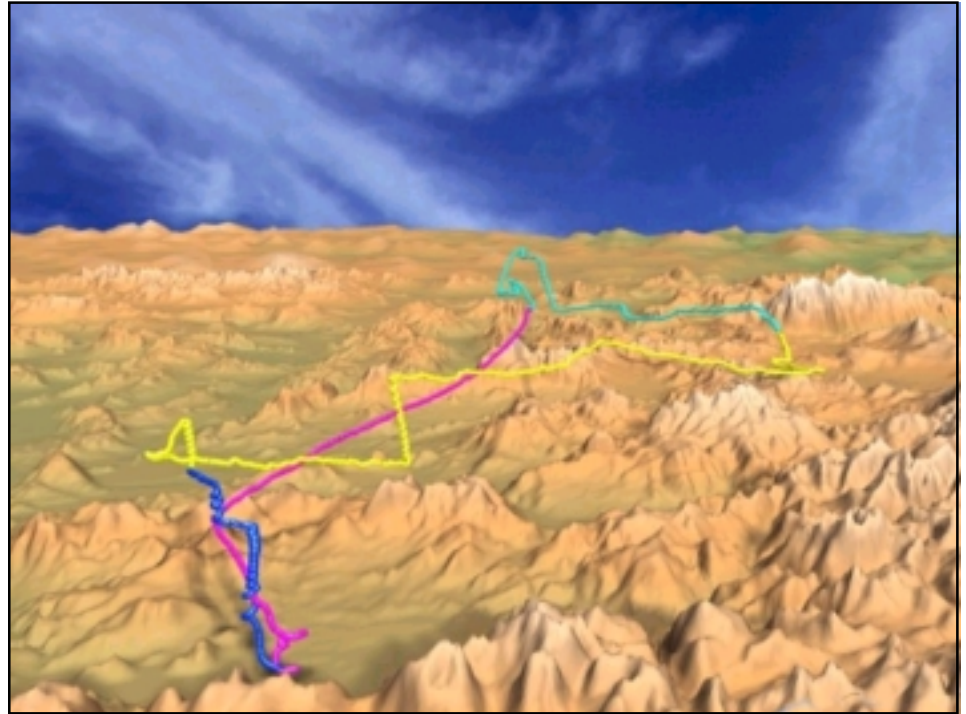
New technology, extensive planning for record flight

By Bud Mears (51)

My 300 Km triangle flight of July 30, 1998, was planned during the months of May and June. The first requirement was to select a remote start point that was a well-defined point on the surface of the earth. The Coast and Geodetic Survey Web site came through with a couple of choices.

I tried three remote start locations during May and selected the Mineral Peak Summit, which was approximately 12 miles east of the Minden-Tahoe Airport. Using 300-Km triangle course layouts on a transparent sheet, I manipulated the transparency to maximize the triangle orientation to the known sources of good thermal lift in the Minden, Nev. area.

I have written a spreadsheet program which accepts the latitude and longitude of the remote start/finish point, the true course to the first turnpoint, and the first and second leg lengths as a percentage of the total triangle distance. Using great circle



calculations, the bearing from the first turnpoint to the second turnpoint is iterated until the precise triangle course length is obtained. The latitude and longitude of the first and second turnpoints are, therefore, determined automatically as well as control of the minimum triangle leg lengths to be compatible with the FAI requirements. The first and second turnpoints are mathematical positions on the WGS 84 surface. There is no

relationship between the turnpoints and any geographic surface features.

I was returning to Minden from Los Angeles on July 29 and noted that the cloud streets north and east of Mono Lake were developing just as I had planned for the flight. I had attempted the triangle a few weeks earlier and had exceeded the required record speed for the first two legs of the triangle. However, everything had become unglued on the final leg (which is the long leg) home and my speed was too slow.

On July 30 I loaded the LS4 with water ballast to achieve 9 lbs./sq.ft. wing loading. (In retrospect I wish I had used 10.2 lbs./sq.ft.). The task was declared and started in the data logger prior to takeoff.

Immediately upon release from tow I opened the dive brakes and executed a tight right turn to establish the release point. (Thank you, Jim Payne, for creating the circle notch). Two thermals later, the clouds started to overdevelop and I was positioned for a start run to the south. I glided for several minutes after crossing the boundary of the start observation zone until I reached the first thermal east of Mt. Siegel in the Pine Nut Range. It was a good one, 5,230 ft. in 6.4 minutes yielding an overall average of 8.1 knots. Following a developing cloud street allowed me to



reach the first turnpoint slightly north of Bridgeport, Calif.

The next low point of the flight was encountered while I sought contact with a cloud street east of Bridgeport and north of Potato Peak. I climbed to the 15,000 foot cloud base (4,576 feet in 10 minutes yielding a puny average of 4.5 knots) and started along the second leg. Overdevelopment was occurring ahead and near the second turnpoint just west of Mina, Nev. I took four turns in a blue thermal to get back to 13,000 feet and allow the cloud street ahead to be reached while I was still high enough to select only strong lift. I contacted a good one and climbed 6,096 feet in 8 minutes yielding 7.5 knots average. I noted that the cloud base had risen to over 17,000 feet and rain was starting to fall. I was able to run in the mist at 17,000 feet both to and from the last turnpoint with no loss of altitude. Overdevelopment along the final leg west of Mt. Grant caused me to deviate west of course line and take a few turns in one last thermal before beginning the 53 mile glide home. The final glide took about 30 minutes and it soon became obvious that I was going to be fast enough to break the record. However, I wasn't sure that I would be high enough when I arrived at Mineral Peak Summit. I slowed down a few miles out to guarantee that the summit could be cleared. As I approached the finish, I burned off the remaining altitude, picking up additional speed to deal with the turbulence that I was encountering. After I crossed Mineral Peak Summit and finished the task, it was a straight 12-mile glide west to the Minden-Tahoe airport where I landed. The 300Km triangle was completed at a speed of 84.36 mph, which is a new U.S. Standard Class Record. (Editor's Note: This record was bested by Alan K. Reeter's flight in Tucson, Ariz., on May 21, 2000, with a speed of 91.64 mph.)

In retrospect, one can not overlook the advantages of true airspeed obtainable from the altitudes that we fly here in the West. The variometer 20 second averager frequently indicated between 10 and 12 knots. However, the true climb averages included centering and all fumbling around

during the climbs.

Author's Note: *The 3D overhead and perspective view of the flight were generated by Charles Thaeler (3H) using software that he developed. The barograph trace and overhead flight view showing turnpoints was generated by Cambridge Aero Software from the data logger trace.*

Bud Mears joined the Aeronaut Soaring Club (sponsored by North American Aviation) in 1958 at age 27 and was taught to fly in a Schweizer TG-3 WWII training glider by auto towing from El Mirage dry lake in the Mojave desert 120 miles East of Los Angeles. He purchased a Schweizer 1-26, earning a Gold C with 1 diamond in 1959 and flew



Bud Mears

the 1-26 in his first U.S. Nationals at Odessa, Texas in 1960. After crewing for Philip Wills in the 1961 British Nationals flown at Lasham, England, he placed fourth in the U.S. Nationals in 1962 at El Mirage flying a Prue Standard, and 5th in 1969 at Marfa, Texas flying a Libelle 301-b. In 1986 he completed the first U.S. 1000Km flight using only thermal energy in the Western U.S. in a 15-meter ship (LS3-a) since Al Parker's historic flight from Odessa, Texas. He retired as a Senior Scientist from the Hughes Aircraft Space & Communications Group in 1987 and currently lives in Minden where he flies a Standard Class LS4-a.

White cloth once marked turnpoints

By Bud Mears

I digress for a moment to jog the memories of those of us who flew early contests before camera techniques were developed. In those times, the task was defined before pilots' meeting and the turnpoint crews (two to four heroes) were flown to remote turnpoints where they proceeded to stake down large white pieces of cloth to make patterns visible from the air. These shapes were changed on the ground every half hour or so, and the shape and time were noted in a turnpoint log.

A pilot, after first finding the turnpoint and then finding the shape on the ground, had to make a sketch of the pattern on his landing card and note the time of arrival at the turnpoint.

Astute turnpoint crews soon discovered that pilots would cut the turn short if the shape were positioned out in the open. It didn't take long before turnpoint crews started hiding the patterns behind hangars, barns and tree lines so that they couldn't be seen unless directly overhead. I can remember many times getting to a turnpoint area and having to play "Where's the marker?"

Frequently, about the time you had discovered the hiding place, the crews would roll them up for repositioning, and you would have to stooge around the area looking for a thermal until a new ground pattern evolved. Those were the good old days and you can have them!

Turnpoint photographic procedures were developed by the Southern California Competition Club (S3C) under the direction of Paul Bikle and Johnny Williams.

In the subsequent years of using cameras for flight documentation, the turnpoints had to be selected with an easily definable surface feature so one could find and photograph it in flight as well as an official observer being capable of recognizing the feature from the film negative.

One can, therefore, appreciate the tremendous flexibility that exists in selecting a task using a GPS data logger as a means to document the flight. With the exception of the start /finish point, the turnpoints are only defined by their latitude and longitude.

see WHITE CLOTH - page 9

Sawyer Award made easy

By Ramy Yanetz
Sawyer Award Administrator

This is a call to every pilot belonging to the PASCO community, to participate in this year's Sawyer Award. This is an honorable award, and fun to participate in. Many winners over the 42 years of its existence went on to become key persons in our sport in the region, the nation, and the world of soaring.

The award encourages participation and competition in cross country soaring, provides a standard of measurement, and honors the winner. The name of each recipient is engraved on the trophy, and the presentation is made annually.

The pilot wins the award by accumulating the greatest number of points which are awarded for the number of flights, height gained, distance flown, duration of each flight, field of origin of the flight.

Send your Sawyer flights, even if you don't know how much and how

far you can fly this year. The contest has already begun: just keep track of your flights in your log books.

This year we made it even easier to participate. All you need to do is to go to the Sawyer Award page <http://www.ranlog.com/pasco/sawyer.html> and submit all your flights once a month.

The rules are very simple to follow, and it is solely based on the honor system, so no proof is required. That's correct. No flight recorders, barograph trace, photos, observer's signature or lengthy forms. It can't get any easier than that. This makes it the easiest contest to participate in. And the beauty is that you can win the award without even going far, as long as you can fly often, get high and stay up all day.

The scores of the competitors will be published in WestWind and will appear in the PASCO Web page. The best flights of the month will have a special mention.

In addition to the honor involved in participating and winning this award, the 10 highest scoring participants will have a free PASCO membership next year, and the first five places will receive a total of \$150 in money prizes.

WHITE CLOTH

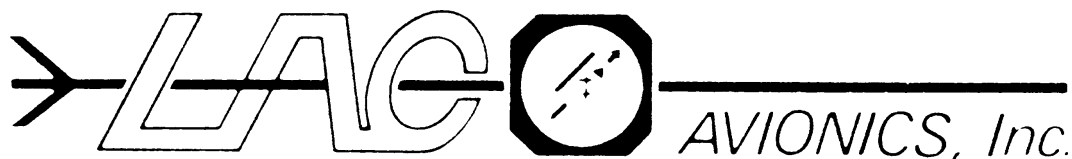
continued from page 8

With this flexibility come some navigation problems. As you approach a turnpoint you must concentrate on the GPS data stream to fly directly to the turnpoint and then round it in the proper quadrant with no visible ground features to assist you. Last summer I used a Cambridge L-NAV/GPS-NAV System. This was an early system that did not yet have a moving map display to assist one in cutting it close to the turnpoint. During May and June I flew many 30 to 40 mile short triangles in the Minden area just to practice starts/finishes and develop procedures to efficiently round turnpoints.

Editor's Note: See Bud Mears' article on how he uses the Cambridge system in the January 2001 issue of WestWind.

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SOARING WEATHER WEB-URL SITES

Compiled by
Doug Armstrong

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- <http://www.wrcc.dri.edu/weather/sage.html...DRI-Stead remote weather data>
- <http://www.wrcc.dri.edu/weather/slide.html...DRI-Slide Mt. Remote weather data>
- http://virga.sfsu.edu/gif/jetstream_pac_init_00.gif...SFO State 300 mb Jetstream
- <http://sfports.wr.usgs.gov/wind/streaklines.shtml...SFO Bay wind pattern>

Soaring Meteorology
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JJ Meets Brunhilda

By John Sinclair

Several years ago when I was still in the glider repair business, I placed a rather large order for materials from Streifenater in Germany. I received a card from Lufthansa informing me that my box was at San Francisco Airport and that it could be picked up after paying \$152.20 in cash at their freight office.

Pat and I left Shingle Springs at four in the morning in order to beat the traffic and to be at Lufthansa when they opened at 7:45. I was first in line, handed them the cash and said "Where's my box?" I was directed to go down past one warehouse and then over three more to Customs.

Into the building and then upstairs, I stood in line for about 30 minutes to be told to go back downstairs and call a phone number for "classification." There were four pay phones with a line in front of all of them. When I finally got to a phone I dialed the number and it was busy.

After several attempts with the same results, I asked the guy next to me who he was trying to call. We were all calling the same number, that's why it was always busy! I finally got through and was greeted with "US Customs, how may I help you?" We were all calling the airport custom agents' downtown office to get "classification" of our imported items.

I copied down some numbers and headed for the warehouse where the boxes were kept. I found the place at about twenty to twelve and was greeted with another line in front of a door marked US Customs. I was about 20th in line when the door opened and a sign was hung that read "Out to lunch, back at 1:00."

I didn't want to lose my place in line so I stayed put. I was hoping some of the others would go to chow, but no such luck. The guy with an armed guard in front of me was importing a foot locker full of German marks and the guy behind me had ten thousand live tropical fish that would

die if he didn't clear Customs that day

Good to their word, the line started to move again promptly at 1 p.m. At about 2:30 the guy with the foot locker full of marks was ushered through the door and immediately the armed guard was thrown out while Customs inspected the contents of the foot locker. I don't mind telling you I was starting to get a little nervous. Now it was my turn. I opened the door and there was my box with a rather large woman sitting on it with a big book open on her lap. She was about five foot six, kinda broad at the shoulders and broad at the hip, I knew at a glance to give no lip to Brunhilda. A small badge hung on a large breast indicated she was with US Customs.

She told me that I was importing parts for hang gliders and the duty would be \$35.10. I explained that my shipment was actually parts for US civil aircraft and should therefore be

duty free. Then I made my big mistake, I took the liberty to flip the pages in her book over to the correct section. I was told not to touch the book and if I wanted this box to start writing a check for \$35.10. Summing up all the charm that I possess, I smiled and wrote the check.

We cleared SFO by 4:30 p.m. and actually beat the traffic back to God's Country. I shudder to think what happened to the ten thousand live fish.

John Sinclair of Placerville, Calif., started soaring 30 years ago and has 3,500 hours in gliders. He has made 1000K twice and takes considerable pride in having flown his Silver, old and Diamond badges in a wooden sailplane, a Duster that he built. He is a partner in an ASH-25. During a 22-year career as bombardier and navigator in the Air Force, beginning with B-29s and B-52s, he flew F-4s and F-111s. After operating a glider repair station for 20 years, he retired and finished a Bowlus Super Albatross.

A call for all short-winged gliders and pilots

By Dale Thompson

The weekend of June 2-3 at AirSailing Gliderport in Nevada will be a celebration of short wings and the joys of desert soaring. Everyone is invited to come, fly and share.

Where many events are organized around long-winged sailplanes, our world has lots of gliders that will never have 15 meter wings: for openers, the 1-26 and 1-36; then all the World Class contestants, PW-5, Russia, L-33; and finally the Dusters, Juniors and Cherokees. We hope to see a whole gaggle of short-winged gliders, their intrepid pilots and crews.

AirSailing, a gliderport by and for glider pilots, is situated 25 miles north of Reno, Nevada. Located at 4,300 ft, this is a classic high-desert location where lift to 10,000 ft during the summer is considered modest. Flying at 16,000 feet is common, and the cross-country flying is superb.

A field briefing will be held on Saturday morning, including a discussion of turnpoints and known cross-country routes. Two tow planes will be available. Vern Frye (who did 500K in a 1-26 from here) and Charlie Hayes (our onsite operator) will assist with these preliminaries.

On Saturday evening, there will be a barbecue and a chance to swap stories. Did you ever see a gaggle of glider pilots who didn't have some stories? Sunday morning may be an opportunity to do a little still-air comparison flying. The week following, 4 - 8 June, is AirSailing's Thermaling Camp. See description in *Soaring* or AirSailing's web site: www.airsailing.org, or contact Rolf Peterson at rolfpete@aol.com

Feel free to come a few days early to the Short-Winged Gathering. AirSailing is a seven-day operation during the summer. There are lots of tie-downs. The Air Sailing camping trailers can be reserved by contacting Rosemary Hayes: 775-475-2440 or info@soar-palomino.com.

To sign up for the Short-Winged Gathering, call Dale Thompson at 510-223-4259 or email dale@sinewave.com

News Briefs

From Carl Herold: M

ore Old Timers from Region 11.

Not too long ago, Grandpa Walt Lockhart, a long time glider pilot and CFGI residing with his wife in Bishop California in the winter, emailed me a photo from his summer retirement location, sailing in Puget Sound. He is still active instructing at Bishop and



stops by Minden occasionally to visit his soaring friends.

His brother Earl has also retired in the Sacramento area. In the 1960s and 1970s, Earl used to soar with the Sacramento Club in a Blanik L-13 at PASCO flying events and from the Lincoln Airport near Sacramento. Earl used to help publish West Wind in the early days of PASCO.

From Rex and Noelle Mayes: For the second consecutive year, Williams Soaring Center flight instructor Kenny Price has been selected as the most active instructor in Region 11 for the year 2000 by the SSA. Kenny soloed 20 new students as well as many add-on solos. He also recommended 15 pilots for private, commercial and flight instructor ratings in which all passed their check rides. All of his students are active in the SSA badge program.

From Theresa Volkman: We wonder where the young pilots might come from to keep our sport alive. Here is one young man who might, given a chance. He wrote this poem for his English class: His name is Jake Mestre, and he wrote this poem for his eighth-grade English class at

Pine Middle School in Reno. Jake's mother is a friend of mine from college, and Jake ran the line at last year's Air Sailing Cross Country Camp.

I've always known that Jake is a born pilot. For his sixth birthday I took him out to Air Sailing to look at the gliders. When he got home he started flying a balsa glider that he and his parents hadn't ever been able to make fly. When his parents asked him about it, he told them he made the wings look like the wings on the real gliders I showed him.

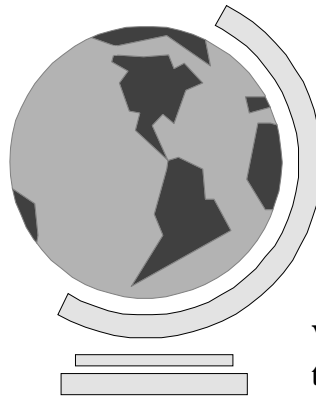
"My parents kept me from flying. I am always eyeing the sky to see the

conditions. But no, I can't be free, I can't content my heart's desire. They hold me back from what I want most and worst of all they say "No, No, NO! Oh, I wish to twirl and fly through that side blue sky, to spin and soar and float on that wild blue yonder. But no, they won't let me. They say I am too young but that is a lie! My only wish is to fly upon that wide high SKY."

Editor's Note:

Submit all materials to Editor, Janice Hoke 4188 Plateau Ct, Reno, NV 89509, 775-747-4145 h, 775-788-6307 w, janice@abaris.com

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ARTICLES & PHOTOS wanted for future issues of WestWind. Budding writers / photographers are encouraged. Write about and photograph your soaring experience to share with others. It's a good thing! Janice Hoke 4188 Plateau Ct, Reno, NV 89509, 775-747-4145 h, 775-788-6307 w, janice@abaris.com

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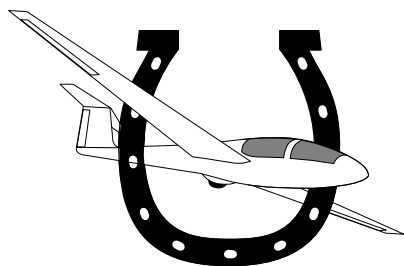
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Spring PASCO League teams form

By Tony Gaechter

The PASCO League locations and dates for 2001 are Avenal, May 19-20; Truckee, June 23-24; Minden, July 14-15; and Air Sailing, Aug. 4-5.

Teams that have given an indication that they will compete this year include Impossible's, Soaracers, HGC, Chic Chicks, Steve Irving and friends, the team of Tony, Bruce and Tom (name yet to be chosen). We need a few more teams. There are rumors of others forming.

A number of pilots who are not currently on teams have indicated that they are available for some or all of the PASCO League events. Available pilots include: two Pundits for Avenal; a Pundit for Truckee; a Pundit for Air Sailing, an Intermediate for all events, another Intermediate for Truckee, and a Novice with a Pegasus for all events.

Pundit Emil Kissel may be available for all events to fly with someone in a two-seater. He is a super coach/mentor with a lot of experience. He can be reached at emilmarylouzp@aol.com.

This list includes enough Pundits for all events except Minden, an Intermediate for every event and a Novice for every event, as well as a few left over. Let me know if you are interested in forming a team and need a pilot. Also let me know what category pilot is needed and I will put you in contact with one or more of the above.

If you are new to soaring and would like to see what cross country and contest flying is all about, come to one or more of the PASCO League contests, with or without a glider. You will be most welcome to attend the pilot meetings and the Saturday night barbecue. Each pilot meeting is an education, providing information about local conditions, local land-out sites, weather and safety considerations. It can also be fun to crew for pilots at the contest. A retrieve experience will get you the never-ending appreciation of the pilot you retrieve and a free dinner.

The Saturday night barbecues are fun for the whole family. These are usually \$10 per person and the meals have been wonderful at all sites.

Information about PASCO League and the PASCO League rules can be found at <http://www.ranlog.com/pasco/index.html>.

My old email address, tgaechter@home.com, is up and running again, and I have abandoned tgaechter@hotmail.com. When I finally got the problem with my old email address fixed, 262 old messages were delivered going back to mid-January. I apologize for the inconvenience, but would appreciate your changing my address back to tgaechter@home.com.

MINISAFETYSEMINAR

Announcing the Program of the SAFETY SEMINAR where we talk safety first, and then we fly immediately thereafter: It will happen at the Williams Airport, the last weekend of this month, Saturday March 31st/Sunday April 1st!

Here is the deal: a couple of hours of delightful entertaining/informational/refreshing presentations by consummate pilots speakers in the morning, then assemble ships and fly in the afternoon. Practice the words of the safety gospel right away!

Four powerful topics by four dynamic presenters:

9.00 AM: Peter Kelly

“Weather For Soaring Pilots”

Saturday

10.00 AM: Richard Pearl, “Preventive Flying”

9.00 AM: Ray Gimme, “Soaring In South Africa”

Sunday

10.00 AM: Peter Deane, “Thought Processes In Soaring”

And Saturday evening, the celebrated Williams barbecue grill will be in operation: just take your own meat, and a side dish to share with friends. You can spend the night at the airport, by calling ahead (530)473-5600.

For more info, please call Sergio Colacevich: Home (916) 967-5710, Work (916) 274-5874, E-mail sergio@unlimited.net

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For additional information contact:

Doug Lent, (916)966-4038, dplent@aol.com

Membership requirements are private pilot certificate in gliders, checkout with an approved instructor, and initiation fee. Pilots using gliders for cross-country must meet certain minimum requirements.

PASCO Calendar of Events

March 31, April 1: Mini-Safety Seminar, Williams Soaring Center, Williams, CA. Contact Williams Soaring Center, (530)-473-5600.

April 2: PASCO Board Meeting, 7:00 pm, Old Terminal Building, Buchanan Field, Concord. All members invited.

April 21: Air Sailing Spring Cleaning Work Party, Air Sailing Gliderport, NV. Contact Dale Thompson, dale@crl.com, 4443 Fieldcrest Dr. Richmond, Ca. 94803-2001, 510-223-4259.

May 3-6: Central California Soaring Club Spring Contest, Avenal, CA. Practice Day May 2. Contact Mario Crosina, 1747 Bobolink Lane, Fresno, CA 93727, (559) 251-7933, mcrosina@pacbell.net. Also see <http://www.soaravenal.com/>

May 19,20: PASCO League Meet #1, Avenal, CA. Contact Tony Gaechter, (408) 867-2182(h), tgaechter@home.com

May 19,20, 26-28: Region 11 Soaring Championships, Crazy Creek Gliderport, Middletown, CA. Practice Day May 18. Contact Jim Indrebo, 402 Mason St., Healdsburg, CA 95448, (707) 431-7578, indy79@earthlink.net

May 21-25: Crazy Creek Cross Country Camp, Crazy Creek Gliderport, Middletown, CA. All Levels Welcome. Contact Jim Indrebo, 402 Mason St., Healdsburg, CA 95448, (707) 431-7578, indy79@earthlink.net

June 2-3: SHORT-WINGED GATHERING at Air Sailing. A fun fest for short-winged gliders and their intrepid pilots and friends. This is not a contest, but a get-together to celebrate the joys of short wings and soaring in the desert. No entry fee. Contact Dale Thompson, dale@sinewave.com. Additional information see the Air Sailing web site: www.airsailing.org

June 4: PASCO Board Meeting, 7:00 pm, Old Terminal Building, Buchanan Field, Concord. All members invited.

June 4-8: 2001 Air Sailing Thermaling Camp, Air Sailing, NV. Contact Rolf Peterson, 2618 Tahoe Dr., Livermore, CA 94550, rolfpete@aol.com, (925) 447-5620 h, (925) 447-4255 w.

June 10-15: 2001 Air Sailing Cross-Country Camp, Air Sailing, NV. Contact Chad Moore, 5431 Southside Rd, Hollister, CA 95023-9123, (831) 636-6864 h, chad@outside-the-box.org/

June 19-28: Open Class Nationals, Siskiyou County Airport, Montague, CA. Practice Days June 17, 18. 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.

June 23, 24: PASCO League Meet #2, Truckee, CA. Contact Tony Gaechter, (408) 867-2182(h), tgaechter@home.com

June 25-29 : NSA Safari from AirSailing, NV. Contact Vern Frye for information at (775) 825-1125

July 3-12: Sports Class Nationals, Siskiyou County Airport, Montague, CA. Practice Days July 1,2. Contact: Manager Gary Kemp, P.O. box 405 Willows, CA 95988, 530-934-2482 or register online with SSA. e-mail is gkemp@diamond.sunset.net.

July 3-12: 18 Meter Nationals, Siskiyou County Airport, Montague, CA. Practice Days July 1,2. Contact: Manager Gary Kemp, P.O. box 405 Willows, CA 95988, 530-934-2482 or register online with SSA. e-mail is gkemp@diamond.sunset.net.

July 7,8: Family weekend at Air Sailing Gliderport, NV. Contact Rosemary Hayes, 9732 State Route 445, PMB 356, Sparks, NV 89436, (775) 475-2440, crhayes@soar-palomino.com.

July 14,15: PASCO League Meet #3, Minden-Tahoe Airport, Minden, NV. Contact Tony Gaechter, (408) 867-2182(h), tgaechter@home.com

July 16-21: 2001 Air Sailing Sports Class Contest, Air Sailing Gliderport, NV. Practice Day July 15. SSA-Sanctioned Regional Contest. Contact Key Dismukes, Contest Director, 1357 Harrison St.Santa Clara, CA 95050-4740, (408) 243-0891 h, keydismukes@earthlink.net

July 23-27: Air Sailing Badge and Record Camp, Air Sailing, NV. For information contact Charlie Hayes, 9732 Pyramid Lake Highway, PMB 356, Sparks, NV. 89436. Email crhayes@soar-palomino.com. (775) 475-2440

July 23-28: Region 12 Championships, Tonopah, NV. Practice Day July 22. Contact Jim Norris, 767 Palermo Dr., Santa Barbara, CA 93105-4449, (805) 898-1008 h, jim@interwoof.com

July 30 - August 3: Third Annual Air Sailing Badge and Record Camp, Air Sailing, NV. Contact Charlie Hayes, 9732 Pyramid Lake Highway, PMB 356, Sparks, NV. 89436. Email crhayes@soar-palomino.com. (775) 475-2440

August 4,5: PASCO League Meet #4, Air Sailing Gliderport, NV. Contact Tony Gaechter, (408) 867-2182(h), tgaechter@home.com

August 11,12: The Fourth Annual Gerlach Dash, Air Sailing Gliderport to Gerlach, NV. Sponsored by Nevada Soaring Association. Contact Vern Frye for information at (775) 825-1125. Motel reservations at Bruno's in Gerlach (775) 557-2220.

September 10: PASCO Board Meeting, 7:00 pm, Old Terminal Building, Buchanan Field, Concord. All members invited.

November 5: PASCO Board Meeting, 7:00 pm, Old Terminal Building, Buchanan Field, Concord. All members invited.

November 17 : PASCO Safety Seminar and Awards Banquet - 6 pm at the Dublin Monarch, Dublin, CA.

PASCO
Pacific Soaring Council
41600 Marigold Drive
Fremont, CA 94539

