



WEST WIND August 2001



...Jim Payne and Shasta, two natural wonders.

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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 2001. 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
jbelle@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@home.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:
Peter Deane
1511 Ben Roe Drive
Los Altos, CA 94024-6110
650-964-2797 h
408-721-5765 w
408-733-1642 fax
twotango@worldnet.att.net

Sawyer Award:
Ramy Yanetz
400 Nicholas Dr
Mountain View, CA 94043
Tel (650)625-0633
ramyyanetz@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
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GOVERNORS

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Bob Korves
1 Tinneil Court, Sacramento, CA 95833
(916) 924-5953 h,
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bkorves@jps.net

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

HAWAII
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266 Poipu Drive
Honolulu, HI 96825
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Information Numbers

Soaring Meteorology Consultant

Doug Armstrong
Skybird98@aol.com

Aviation Weather Briefings

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ehinkle@aol.com

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2618 Tahoe Drive, Livermore, CA 94550
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Hollister Gliding Club, Hollister Airport - Hollister
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1902. 702-874-1420, elmimi@aol.com

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934-2484, gkemp@sunset.net

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tact Douglas Lent (916) 966-4038

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PASCO League

PASCO League Truckee Results July 28 - 29, 2001

By Tony Gaechter

The Truckee PASCO League contest, rescheduled after the Martis Fire in June, was held on July 28 and 29 at Truckee-Tahoe Airport in the Sierra.

The weather was not conducive to a serious distance task either day, although the high winds gave us all a wave flying opportunity. Our creative contest director Dean Aldinger invented a duration and altitude task for Saturday and a POST task for Sunday.

The winner of the Saturday duration and altitude event was Bruce Roberts (Intermediate) with an altitude of 17,999 feet. Although everyone made contact with the wave, Bruce was the only one to get above 15,000 feet. The Pundit winner was Peter Kelly with 15,000 feet, and the Novice winner was Tim Mathison with 14,200 feet.

The winner of the Sunday task Russell Holtz (Pundit) with a handicap speed of 37.89 miles per hour and a distance of 145 miles. Other Sunday winners were Intermediate Bruce Roberts and Novice Brian Choate.

The Hollister Gliding Club Team No.1 is now in first place for the season with 21 points followed by the Voodoos with 19.4 points and the Replacements with 12 points. Four other teams are within 3 points of the Replacements.

The Saturday evening barbecue put on by Dean and Midge Aldinger was predictably excellent. Appetizers and a choice of Red Horse Ale or Extra Pale Ale from the Sacramento Brewing Company plus wine and soft drinks started off the evening followed by tri-tip, beans, salads, and dessert.

Putting on a contest like this is a lot of work. Our thanks to the Soar Truckee staff for the quick and efficient line work and launches, Dean Aldinger for the task and gate work, and Dean and Midge for the great dinner.

TRUCKEE DAILY SUMMARY						
	Pilot	Number	Day1	Day2	Cumulative	Team
PUNDIT	Russ Holtz	HGC	575	1,000	1,575	HGC #1
	Peter Kelly	PK	1,000		1,000	VSA
	John Fitch	L6	965		965	Truckee Truckers
	Tony Gaechter	1A	652	269	921	Voodoos
	Pruchnick	KP	754		754	NCSA
INTERMEDIATE	Bruce Roberts	14B	1,000	1,000	2,000	Voodoos
	Dan Dunkel	4S	639	680	1,319	VSA
	Dick Dillman	20B	460		460	NCSA
NOVICE	Brian Choate	VN	750	1,000	1,750	HGC #1
	Yuliy Gerchikov	SS	847	745	1,592	Voodoos
	Tim Mathison	JH	1,000		1,000	Truckee Truckers
	Mark Schmidt	LV	211		211	NCSA
Season Totals						
Team	Avenal League Points	Minden League Points	Truckee League Points	Season League Points		
HGC #1	12.2		8.8	21.0		
Voodoos	4.8	6.4	8.2	19.4		
Replacements	11.0	1.0		12.0		
Heckel & Jeckel	10.8			10.8		
VSA		4.6	5.2	9.8		
HGC #2	7.4	2.0		9.4		
MSC		9.2		9.2		
Wicked Wenches	4.8			4.8		
Truckee Truckers			4.8	4.8		
MSC #2		0.8		0.8		
NCSA			3.0	3.0		



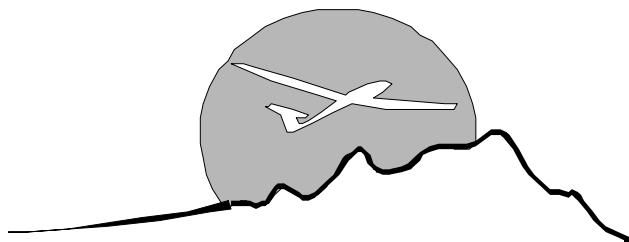
Bruce Roberts preparing for a wave flight

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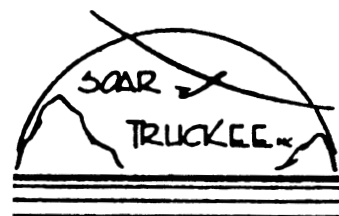
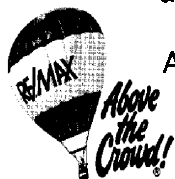


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Minisafetytips

British Accidents

by Sergio Colacevich

The British Gliding Association (BGA) records their gliding accidents and reports them as a regular feature in "Sailplane and Gliding," the British equivalent of "Soaring." It is a tremendously useful ensemble of information. I wish we could do the same here in the States.

Reading this column, one realizes that the vast majority of accidents grow out of innocent distractions, reasonable misjudgments, or little errors. Many times I think: "Oh, this would never happen to me." But then, thinking about my own incidents and accidents, I recognize that I invented my own stupid way to have one. Please find here a collection of these reports, taken over several years (they just keep repeating).

Editor's Note: *Because of the format of WestWind, please note that the statistical data that goes with each accident is in the following order. If a category is missing, it will be indicated with a —.*

**Type, Damage, Time, Age,
Injury, Hours**

**PW-5, None, 01/—/01, —,
None, 1800**

At the start of a snatched winch launch the PW-5's seat back peg jumped out of its location. The seat moved back about 4" resulting in the pilot temporarily losing rudder control. A restraint is being fitted to prevent recurrence.

**Std Cirrus, Minor, 10/24/00, 54,
None, 420**

While on a wave flight the glider was passing under a cloud at 90 kts when it hit turbulence. There was a loud bang when the "hand-held" radio smashed the canopy and was lost. Phoebe, Substantial, 9/10/00, —, None, —, 63 & K-8, Substantial, 2.00, 49, None, 33

The Phoebe pilot was on his 2nd flight of type and had climbed well and was enjoying slow turns and setting in. Meanwhile, a K-8 had climbed quickly in the same strong lift and its pilot lost sight of the other glider, leading to a collision. Both gliders lost 8 ft of wing. The pilots, with no chutes, just recovered from spins and field landed.

**Discus & Substantial, 6/30/00, 34
None, 278, Super Cub Tug, 21.10**

This mid air collision took place as a glider was coming to land late in the day and longer into the field than normal. A tug pilot had decided to fly some practice circuits and took off from the refueling point rather than the normal area and did not see the glider. The propeller cut about 6 ft of the glider's wing but both managed to land safely.

**LS-8, Substantial, 5/15/00, 75
None 436, 13.40**

While returning from a cross-country flight the pilot found he was too low and chose a field. Near to the airfield, he found some weak lift and mistakenly changed his mind and tried to get back. He flew into a hedge some 40 ft below the airfield.

**Duo Discus, Substantial, 05/01/00
54, None, 999, 1400, 40, None, 15**

Conditions deteriorated during a training cross-country flight so pilot 1 elected to land at a nearby airfield. Following the circuit flown by another glider, he chose a grass area alongside the other glider. During the approach pilot 2 (in front seat) commented on a fence ahead. The glider cleared the one P1 saw but not the other one P2 had seen.

**Ventus B, None, 02/—/00, 41 None
1669**

After completing C of A checks, including control deflection and u/c cycling checks, the pilot flew his glider. He noticed a slight restriction of aileron, which he thought was a binding seal or tape. However, on lowering the u/c the stick was forced fully left then released as the gear locked down. A loose ferrite block was found in the control rods.

K-21, None, 02/—/00, —, None, 2.5

The early solo pilot had been briefed to stay local but lost sight of the airfield as he flew upwind then back towards where he thought the field was located. Finally, he saw the field but he realized he could not reach it so chose a field and made a safe landing.

**Pirat, Wrecked Off, 8/1/99, 68Mi-
nor, 1009**

On a hot day the experienced pilot had a long wait for launch. Then as the glider lifted off the airbrakes came open. The tug pilot saw the glider's brakes were open. Considering the pilot may misinterpret his signal for a wave-off he waited until there was a field ahead. Indeed the glider cast off, turned back and crushed into trees.

**SZD Junior, None, 3/8/97, 52,
None, —**

While towing the glider back to the launch point for his third flight of the day the next pilot heard an unusual rattle from the rear fuselage. Close inspection found the elevator disconnected. The pip pin for the locking sleeve had not been fully home and this had been missed in the DI, including full positive control checks.

**Ventus, Minor, 10/—/96, 53,
None, —**

After a safe and uneventful field landing the pilot went to find the farmer and 'phone his club. When he returned he found the glider surrounded by young cows, one of which had broken and cracked the canopy.

**K-13, Wrecked Off, 10/4/96, 61
Serious, 11**

After a normal launch to 1400 ft the pilot released and flew straight ahead. He then found his speed was excessive (80 kts indicated) and he "could not control by the use of the stick". He used the airbrakes to slow and made a downwind crash landing. It is possible he was seated too far forward due to a seat insert and 'chute, obstructing the stick.

**Pegasus 101, Minor, 9/29/96, 69
None, 1060**

The pilot had been flying for about 6 hours, one third of it on oxygen in the

strong wave. At 10,000 ft he suffered a partial loss of vision and could only just control the glider with one eye closed and his head tilted to one side. Unable to read the instruments, he did well to land with only minor damage to the glider. Medical tests continue.

Libelle 102b, Minor, 9/14/96, 69 None, 543

The pilot received a thorough flying qualities briefing but not on the canopy locking mechanism. Shortly after take off the canopy lifted and the pilot held it shut until he was at a sufficient height to sort it out. He could not shut it so held it shut down to finals when, adjusting the brakes, he lost his grip and the canopy flew off.

Motor Falke, Minor, 9/14/96, 68 None, 6120, 10.50

At about 800 ft on the climbout the motor glider's engine speed suddenly increased. P1 switched it off and was surprised to see no propeller. A safe landing was made. Before the flight the prop had been removed to check an oil leak. The hub run out was on limit so it was machined true. The poor taper locking was not found during a reduced rpm test run.

LS4None, 4/—/96, 52, None, 180

During rigging the pilot was distracted. A full positive control check was made but during the aerotow a "clank" was heard from behind and he found the left aileron was disconnected. After pulling off he could control the glider so made a long descending circuit and landed safely. The L'Hotellier was only half locked then fell apart on tow.

Astir, Minor, 9/—/95, 52, None, 102

The glider was towed out to the launch point and the pilot/car driver went off and prepared for the flight. Upon return, he drove the car away to park it, but had forgotten to uncouple the glider. The left wingtip hit a parked Skylark and knocked over a person standing nearby.

DG-300, Elan, Substantial, 9/21/95, 62, None, 541

The pilot decided to return to the airfield as soaring conditions were poor.

In a straight glide, which he had accomplished easily from that position before, he hit sink but carried on. Rather than set up an approach into a good undershoot field he carried on until, too late, he turned to avoid a wall and groundlooped.

Kestrel, 19, Wrecked Off, 8/13/95, 45, Serious, 222

While local soaring the pilot hit strong sink and selected a field. During the approach, to a downwind landing in crop, he appears to have failed to monitor his speed and the glider was seen to enter a spin and crashed, seriously injuring the pilot.

Not applicable None, 8/—/95, —, Serious—

On a non flying day due to a strong wind, a group attempted parascending using a car and an out of date parachute. At about 30 ft above ground the canopy collapsed due to a gust, causing the pilot, an instructor, to descend rapidly into the ground. He broke a leg and as a result was hospitalised for nearly a fortnight.

Dart 17, Substantial, 7/28/94, 47, None, 76

The pilot approached a cluttered landing area and decided to land between another glider and a barbed wire fence rather than overfly on to 2400 ft of clear runway. The right hand wingtip caught on the barbed wire and pulled the glider around and through the fence.

Vega, Minor, 7/28/94, 48, None, 459

As the aerotow launch started the glider moved forward and overran the tow rope. The slack in the rope caught up in the glider's wheel and the pilot found he could not release. The launch controller stopped the launch and the glider halted after a ground run of about 500 ft.

Lak-12, Substantial, 7/16/94, 44, None, 302

The pilot returned to gliding after almost a year away and completed four check flights before being allowed to fly his new, flapped glider. On the approach an undershoot developed and he changed hands to close the

brakes which were not locked and so sprung open. He tried to grab them but moved the flaps to full negative and the glider stalled in.

Phoebus C, Wrecked Off, 6/11/94 56, Serious, 410

The glider was rigged and inspected with a positive control check. Despite this the pilot found the elevator was disconnected and crashed off the aerotow. The checks were carried out with the elevator held in a neutral position. It was found that the elevator rod could be hooked between a bolt and the elevator and seemed connected in this position.

Dart 15, Serious, 8/15/92, 54, None 122, 16.47

The pilot made his final approach rather slowly, at about 50-55 knots, to a crosswind landing in conditions known to produce wind shear. At about 10 ft the airspeed decayed very quickly and the glider landed heavily, breaking the fuselage aft of the wing.

Comprende? May good lift and safe flying be with you always.

Sergio Colacevich is a transportation engineer and works for Caltrans in Sacramento. He came from Italy in 1984 with a Silver badge, gained the Gold badge in 199, and the three-in-one-shot Diamond in 1996.

Variable weather, including rain, at Open Class Nationals

By Gary Kemp

As I arrive at Siskiyou County Airport for the Open Class Nationals, June 17-28, I am again impressed by its beauty. Two pheasants fly up from the field on the right, a family of deer, including a 6 point buck, lie under the trees just past the CCC building, and further on, two pronghorn antelope are running across the field. Many pilots are here early, including Dick Butler who asks for a tour. We fly him around the three closest valleys. As we pass Mount Shasta, the view of it through the canopy punctuates every turn.

June 17, 2001, First practice day

Marion Barritt, the contest director, isn't here yet, so Dick Pfiffner is filling in. He called a twice around to Callahan, Quartz, Weed for 173 miles/ It was very windy, gusting 25 knots in the afternoon. Heinz and Monty got to 16,000 feet in a wave that was still going up 600 feet per minute when they got out of it. Several pilots checked out the area, but I



Gary Kemp glances over the instrument panel at Shasta

think David Volkman was the only one to finish.

June 18, Second practice day

David Volkman won today in his 18 meter DG 800. The task was short, only 137 miles. The safety briefing began with Marion holding up a 5-foot replica of a Scottish claymore and said, "my sword is longer than

your sword." The response from the pilots: "Yeah, but you don't know how to use it."

June 19, Contest Day One

The task was 192 miles to Callahan, Restaurant, Callahan, R-Ranch and return. The day was devalued because all finished way under 3 hours. Score sheet was very compacted with the first 10 pilots within about 40 pts. There were some very strong thermals, 8 knots to 12,000 feet, but nothing from Duzel Rock into Callahan. Chip Garner and Rex Mayes in the ASH 25 won at 83 mph.

June 20, Day Two

This day's task was one of the hardest tasks I have flown: 208 miles, Lake Siskiyou Dam, R-Ranch, Copco, Tennant S, Medicine, Weed. Very difficult, hot, inversion crawling to the dam and then return, nothing on Cottonwood, very low into the hills south of Copco before Ray Gimmey and I got up. I dropped water, climbed to top of Goose's Nest, got to 9,000 feet there and then toward hills west of



Ray Gimmey (7V) heading east from Duzel

Tennant, I got to 10,000 feet and then at Tennant to 12,000 feet.

We saw a lot of gliders low between Tennant and Medicine, JJ and others very low over Medicine (500'). A convergence zone got us home. Lot of guys were milling around between Tennant and Medicine, very slow final glide. At Copco I had 120 miles to go and at the rate I was flying, it would be 2 1/2 hours more. Gary Boggs said, "I turned my variometer reading from knots to pine cones."

The Paynes won at 59.07 mph, Sam Zimmerman was second at 56.21, 5 pilots took constructive landouts and one landed out. Paul DeMeester's comment was, "I made it

back, but my crew landed out." Virginia had been flying with Lee Hallerberg and they landed at Scott Valley. (Lee is one of the good guys in competition soaring. He gave all the kids hats, had root beer in his cooler for the line crew and bacon treats for all the dogs.)

June 21, Day Three

The pilots' meeting began with the comment, "If you liked yesterday, you will love today." It was supposed to be hotter with a stronger inversion, but it didn't work out that day. We had three tasks, but added a fourth that we did: Quartz, Callahan, Dry Lake, Weed. We used the shear line and it was generally good. I got to 13,000 feet before start and went through the top of the gate. The first thermal over Forest Mountain was 9.9

average to 12,000 feet. Heinz reported 11.5 to 13,000. It was a little tricky going around Shasta to catch the shear.

It's hard to imagine there can be so much difference in a day. Al Leffler was very low, 6,000 feet just south of Three Sheds. It took him 20 minutes to get up. Ron Tabery on the south side of Shasta didn't find anything. Chip/Rex went 40 miles out to the cu's on the Marbles before the start.

June 22, Day Four

Today looks like yesterday, so we have initially, called Callahan, Dry Lake, S. Tennant, Copco, R-Ranch and return for about 250 miles. We'll see. As it turned out, we could see cirrus coming in from a low pressure system, which affected our thinking. We changed the task to Callahan, Three Sheds, Radar, Deer Mt. Three Sheds, and Weed, but dropped Weed when we had to wait an extra 30 minutes because of a couple of jets taking off.



Jim Payne banks tight against Duzel Rock

The gate didn't open until 2:50 p.m., but then everyone started within 30 minutes. We found cu's to Callahan and then to Three Sheds but nothing to Radar and back. Everyone ran for the cu near Ball Mt. (closest to course line), and most made it. There was very strong lift, 8-10 knots. to 13,500- 14,000 feet. Heinz Weissenbuehler landed gear up and damaged his ship but repaired it overnight. Paul Demeester landed at Butte Valley. The rest of us enjoyed the Great Cowboy Poetry night and dinner at the Opera House in Montague.

June 23, Day Five

We had to change the task again as the trough was moving in more quickly, so we chose a Pilot Selected Task of 3 hours with no restrictions. Some couldn't get up. There was sink 8 knots down trying to get on Craggy. I got down to 4,000 feet, finally went through the north side of the gate to R-Ranch, then got over to the hills to the east and got to Midway Market, and contacted the shear line or something that many pilots rode to Gerber Reservoir and Bonanza, Tulalake, etc. Pilots got to 14,000-15,000 feet in lift as strong as 12 kts., and some pilots flew as much as 320 miles.

Heinz had a failure on his data recorder (he says), but turns out he didn't and was able to claim most turnpoints although getting a 10 percent penalty for a close one. Paul Demeester broke his foot in a wind

incident. His right wing got caught by the wind and flipped the plane inverted. He impacted nose down in the opposite direction. The strong (23kts) cross wind made for many interesting landings.

June 24, rest day

Many people went to visit Paul and Ginny at Fairchild Hospital in Yreka.

June 25, no contest

I went out to the line, Dick Pfiffner the sniffer could stay up but it wasn't too good, so we finally called the day and it rained some. Yesterday, it rained one tenth of an inch in San Francisco, which set a record: it had never rained on this day before.

Ruth Gimme hosted a very successful US Team cocktail party and took donations, sold team and SCUM merchandise for the benefit of the team.

June 26, no contest

More rain. National weather reader on Good Morning America, "Rain in Northern California, Southern Oregon" "It never rains there in the summer time."

Sam Zimmerman says it has rained every year in Standard Class (unusual). He got an 18 meter LS-8 and fooled the weather gods for awhile, but they figured out that it was just a Standard Class glider, and so rain again here.

June 27, no contest

I woke up last night at about 1 a.m. to high winds, 33 knots. gusting to 39. I went out and checked gliders, and I found a couple of them needed securing as well as Nelson's awning. Ray Gimme was out there too. I went back to the motor home and put together packets for the next contest.

June 28, Day Six

The weather improved, and we declared a task of 281 miles: Twice around Callahan, Restaurant, Siskiyou with Weed and Scott Valley thrown in the last time around. Conditions were strong for some and weak for others. Lift of 8-11 knots to 11,000 feet was the maximum, and some pilots had trouble at Restaurant the second time coming out low. Al Leffler got down to about 1,000 feet

before working his way out of the hole. Nelson Funston had a tough time around Weed going in, and others of us had a tough time coming out, just clearing the ridge and getting into the good air around Duzel Rock. Heinz Weissenbuehler had no troubles as he toured the route at 82 mph.

Overall winner is Chip/Rex, Chip



Open Class Nationals Champions Chip Garner and Rex Mayes (Chip/Rex)

Garner and Rex Mayes in the ASH 25 FNX. Second is Dick Butler flying a very good contest and Ron Tabery is third, a scant 2 points ahead of Ray Gimme. Chip/Rex also win the Stroukoff Trophy for the fastest speed of the contest at 89.25 mph.

Gary Kemp will be the Team Captain for the South African World Gliding Championships. He has 3,500 glider hours and soloed in 1968 at the age of 31. He is a retired school superintendent, living in Willows, Calif. Gary is currently President of Mount Shasta Soaring Center and a member of the Valley Soaring Association, and while not a flying team member, he has competed in approximately 15 National Championships in Open, 15-Meter, Standard and Sports. An accomplished cross-country pilot, Gary has all three Diamonds and his 1000K Diploma earned flying his Pegasus. He now owns and flies a Nimbus 3. He has been manager and/or contest director in many national and regional Contests. He holds 19 State Records in Utah. Beyond competition, Gary has been a Regional Director for the SSA, PASCO President and Director and was awarded the Les Arnold exceptional service award from PASCO.



Dual National contests hosted at Montague

by Gary Kemp

The 18-Meter and Sports Class National Championships began July 1 at Siskiyou County Airport in Montague, Calif. With no break in between, we began the second Nationals at this airport this year.

This contest was short staffed with two chief organizers, John Sinclair and Gary Kemp, doing double duty in several areas.

Sinclair was CD, Oxygen and Scale Nazi. I was Manager, Scorer, trash pickup, and social organization. My grandchildren helped as line boys, retrieve, roll times and administration. Pat Sinclair hung in there with finish times, coffee, drinks and several other undescribed jobs. By having a total GPS start and finish we reduced the need for several people. GPS scoring with Guy Byars wonderful program was completed most days by 8 p.m.. The finish gate was a 1-mile radius cylinder with the base at 200 feet, no direction prescribed, which worked well for a Sports contest as well as an assigned task contest.

July 1, 2001, First practice day

A short 18m task was called: Quartz, Callahan, Restaurant, Scott Valley and return. Lift was consistent at 5 knots, with occasionally 8-10 knots. Several pilots flew the task. We called a 3 hour Modified Assigned Task for sports. Alfonso



Pilot's meeting in spacious hanger, newly leased by the Mount Shasta Soaring Center



John Sinclair (Oxygen Nazi) fills Dale Bush's tank

Jurado won the day in Sports and Dick Mockler was second, Gary Ittner won the 18 meter. Several pilots had decided to shift from 18 meter to Sports, so there are 10 pilots in 18 meter and 24 in Sports. It seems hotter than the 90 degrees forecast, but maybe it was because the limited staff knew they had to get busy!

July 2, second practice day

Today we sent the 18 meter pilots to Callahan, Dry Lake, Radar, Deer Mt. and back. Seems hotter than the forecast for 98 degrees. Three hour MAT for Sports with Callahan as a first turn. Dale Bush is first at 60.15 mph and Sean Franke is second at 59.65, both handicapped speeds.

Both these pilots will finish the contest in the top three. Dave Volkmann wins 18 meter at 67 mph and Gary Ittner (the eventual contest winner) is second at 62.8 mph.

July 3, no contest

Beset by bad weather, we launched sports and they couldn't stay up, so the task was called.

July 4, First Contest Day

A 3 hour PST was chosen to dodge remaining cirrus and overdevelopment. The task kept the pilots in close to the west. Most chose the turnpoints of Callahan, Etna, Quartz, Scott Valley, R-Ranch and Restaurant. Very fast speeds came in for 18 meter, with Gary Ittner winning at 89 mph. A Ka6 flown by Scott Gradwell and an

HP18 by Bruce Patton took the day in Sports. Longest distance in Sports was 224 miles by Sean Franke in a

Ventus and Chad Moore in a Russia. Top speed in 18 meter was 79 mph by Dale Bush. In obviously in strong conditions, the lower handicapped ships perform well.



Grid faces up to Shasta

Pilots reported lift of as much as 15 knots to 14,000 feet but more common was 8-10 knot lift. The flying envelope was still small due to monsoonal moisture (Historically, this was the first 4th of July in 76

years where rain has been predicted in San Francisco). Groups of pilots and crews got together for potluck and enjoyed the company and the beautiful sunsets reflected on Mount Shasta.

July 5, Day 2

Today was a 3.5 hr MAT, first turn Callahan, for Sports and an assigned task for 18 meter. Callahan, Medicine Lake, Tennant South, Radar, Deer Mt. Weed, Etna and home for 247 miles.



Gary Ittner (18 meter Champ) at the Crater Lake Turnpoint.

Strong conditions prevailed with some thunderstorms in the east. Pilots in Sports flew as far as Bonanza, Beatty, and Drew's Reservoir. With a raw speed of about 63mph, Scott Gradwell in the Ka6 won the day. The 18 meter class was slightly devalued as Gary Ittner busted 80 mph at about 82 mph. Pilots reported thermals averaging more than 11 knots with an occasional 16 knots, to 14,000 feet.

At the next day's pilots' meeting, Gary Ittner said, "It was OK, except where you sent us," but he still flew the fastest. Alfonso Jurado (E9) said he flew 120 knots all day long. Roy Cundiff, (R1), reported 16 knots.

Ittner said that on one weak contest day in the past when the task included Restaurant and Weed, "JJ said he was going to land and get some-

thing to eat. The second turnpoint was Weed and Al Thomas said that he was going to land and find something to smoke," but this day was stronger than that and he just pushed and pulled.

Scott Gradwell passed 100 hrs, total time in gliders on this day and was heard to complain that he would fly longer if he were more comfortable in his cockpit or was flying his father's Ventus 2.

July 6, Day 3

At the pilots' meeting, my grandson and contest line-boy Evan Heintz, 14, was doused with water and had his shirt cut by Kenny Price for his successful solo effort that morning.

We gave the 18 meter a task of 267 miles: west first to Etna, then to Gerber Reservoir, the other side of Klamath Falls, back to Quartz and home. The sniffer reported a very turbulent tow and good conditions and that he could see a line of cu out toward Klamath Falls and so off they went. By 4 o'clock no panicky calls for crews or help, and the day still looks

good. Strong conditions were reported around Three Sheds. Ittner said he got to 14,000 feet, glided into Gerber and part way back before getting the one thermal that got him back to Three

Sheds area. Joe Findley reported from the Gerber area. Thirty minutes later he reported climbing at Gerber. Gerber is a long distance from Siskiyou County and the reports from there indicated a very good day.

At the social event at the Opera House in Montague, with dinner, cowboy poetry and great music, we heard Bruce Carmichal's daughter, half of the duet that sang great cowboy favorites for

us. Bruce Carmichal is a respected sailplane designer and builder.

July 7, Day 4

Today there was a lot of cirrus and two sniffers were sent out. Unfortunately, what they found was a deceptive band of sunlight and climbed right out. Tango

Uniform went over Gunsight to Quartz and reported good lift. November Kilo climbed out, went to Cottonwood and 9,000 feet at Mt. Ashland before heading north. However, cirrus covered Craggy at various times, making it tough to get away. When three gliders had landed at the air-

port and four more were below Craggy, the day for Sports was called. The 18 meter class still had a 3 hour PST. The conditions were really tricky and even Ray Gimmy

couldn't find the answer, and he landed back after about an hour and a half. Ittner hung in there again won the day using two thermals, one on Forest Mt. and one on Gunsight to round turnpoints for the winning speed for the day of 74.51 mph.

July 8, Day 5

Conditions look great today! We call a four hour MAT for Sports, with the first turn at Callahan. The 18 meter were going to Callahan, Crater Lake, Deer Mt. Weed and return. It

looked good, with cu to the north and a forecast of 12 knots to 14,000. Later, results were generally strong conditions in the task area. Some of the young Sports Class pilots really stretched it out. Danny Sorenson went to Crater

Lake, and Garret Willat went east to Backscatter Radar. Strongest conditions were in the west and into Butte Valley. Pilots reported 10-15 knot lift to 15,000 feet.

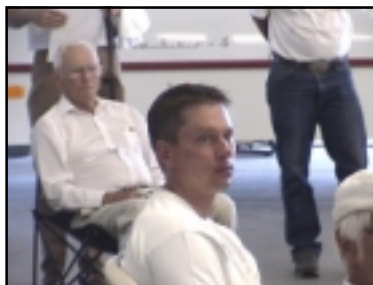
Scott Gradwell's handicap and steady flying earned him another first place for the day in Sports. Once he finished the task, he asked the CD if he could stay up to complete his five hours, which he did. Ittner has no respect for his elders as he again took first place at 86.38 mph, closely followed by Ray Gimmy and Sam Zimmerman at 85.21 and 85.20 mph respectively. He even had time to take some great pictures of Crater Lake.

July 9, Day 6

The forecast is for the temperature to reach 101 degrees this after-



Pat Sinclair receives appreciation flowers from Kemp's grandchildren



Sean Franke is attentive at Pilot's meeting.



Sports Class winners Sean Franke (3), Steve Northcraft (1) and Dale Bush (2).

Capital Campaign 2000



noon. This morning we have a few clouds around but they are forecasting possible thunderstorms this afternoon. My grandson Evan and I sniffed and got off in 7 knots to 8,000 feet, over to Forest Mt. where we found 8-10 knots to 14,000 feet. The task for 18 meter was about 280 miles, possibly speeds of 90 mph.: Quartz, Lake Siskiyou, Restaurant, Callahan, R-Ranch, Quartz and return, For Sports, the task was a 3-hour MAT, including the first turn at Lake Siskiyou Dam. The forecast called for some overdevelopment and thunderstorms in the east by 5 p.m. and some high buildups toward Mt. Eddy.

Ray Gimme went 93 mph and said he only thermalled 14 percent of the time and averaged 8 knots throughout the flight. Pilots reported 10 knots as common and occasional 15 knots.

Alfonso Jurado forgot his battery at the motel and left his ship at the side of the runway during grid time, to rush back and get it, only to find that the maid had reported a "bomb"

to the police and the bomb squad had removed it to the police department and he had to go down and get it. This was a first for a glider-friendly community.

Ruth Gimme with much assistance put on a successful fund-raiser for the US Team.

July 10, Rest day

Many crews enjoyed the Shakespearean plays and atmosphere of Ashland, Ore, just 1/2 hour away, or went white-water rafting on the nearby Rogue River.

July 11, no contest

No contest as we had thunderstorms. Mount Shasta still with some snow cover is an impressive sight from the airport.

July 12, Day 7

The last day of the contest was a MAT for both classes with the first turn at Quartz Valley. Pilots reported lift of as much as 12 knots to 11,000 feet but also some holes caused by some cirrus overlay moving in. Ray Gimme won his second day in the 18 meter class at a very respectable speed. However, Steve Northcraft

moved up to win the contest by 8 points over Dale Bush. Bob Klemmedson completed the contest, at 81 years of age as a team pilot with Mike Green. Garret Willat was the youngest pilot at 19.

The awards banquet was catered at the Yreka Community Center with 81 people attending. Several presentations were awarded, including a special trophy, the "Hal Lattimore Trophy" for the Sports Champion presented by Hal's daughter Mary to Steve Northcraft, in a very close contest: after 19 hours of flying, less than two minutes separated the top three pilots, Northcraft, Bush and Franke.. "Good Guy" awards were given to operations director Blair Stewart and Theresa Volkmann, public relations representative and general "on top of everything" person, as well as scorer for the Open Nationals. Pat Sinclair was given an award for all her help, again, in both contests. The 18 meter trophy from Mount Shasta Soaring Center went to Gary Ittner.

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Letters to the Editor



I would like to apologize for failing to mention Rex Mayes and his accomplishments in my writeup of the Region 11 Open Class Contest. My only excuse is that since he beat me, I didn't want to acknowledge it. Rex probably flew the best contest he has flown to date; he is an up-and-comer. Rex averaged 83.62 mph on the last day and finished fourth just behind Ray Gimney and ahead of me). Again I apologize.....maybe I am trying to do too much.

Sincerely,
Gary Kemp

Dear Editor,

I just read Bob Semans' piece in WestWind regarding the proper use of the English language. I just have to respond in defense of the Queen! After all, it is *her* language. (I used to be British, don't you know!)

Regarding the term "Sierras," (I have actually directly debated this with Bob just recently.) The Queen would want all her subjects to know the following, even though some of you have been a little AWOL this past 225 years!

The term "Sierra's" is perfectly acceptable, nay, even preferable to "Sierra," as long as that little apostrophe is in place. The apostrophe designates a contraction from the

phrase "Sierra Nevada Mountains" which is plural. When referencing "The Sierra," presumably you Western Colonials are talking about the Sierra Nevada Mountain Range - singular. The problem is that it is difficult to contract this to "Sierra" because there is no easy way to designate it is a contraction. I guess you could simply write "Sierra'."

All this gets even more difficult when we are verbalizing, versus writing. Here, let me make it simple for you rain-deprived, gun-toting heathens. You would never say you were going to "The Rocky" - meaning you were going to the Rockies. See, the Queen made it easy for her subjects - well, the ones who are not devoid of Grey matter!

As for using the term "logger" in place of "flight recorder" - the Queen would have no issue here since they are both legal terms within the Commonwealth. Bob's rationale seems to be that "logger" does not appear in those revered documents called "FAI Sporting Code" and thus "logger" should not be in our vocabulary.

The Queen would not want her wayward and misguided Western subjects to be constrained with a vocabulary no wider than that in the FAI Sporting code. Despite the fact that most said subjects actually have a vocabulary smaller than that!

She has authorized me to release you from this literary bondage forced by the wicked FAI unless Bob can come up with better rationale. (Perhaps "logger" is confusing some of you serfs, after all some of you might throw your beloved data recorder on the fire!)

In summary, God Bless you all, and God Bless America! (I must rush now, I have an audition for host of "The Weakest Link"!)

Respectfully submitted,
Jim Herd
(U.S. Passport Number)

Calendar of Events

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.

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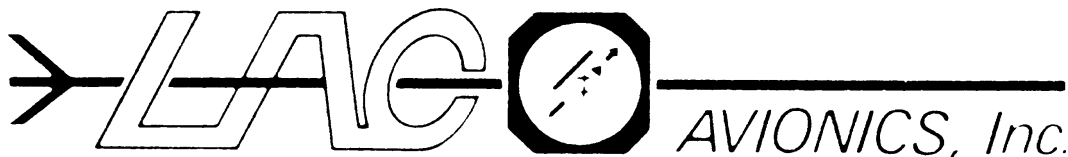
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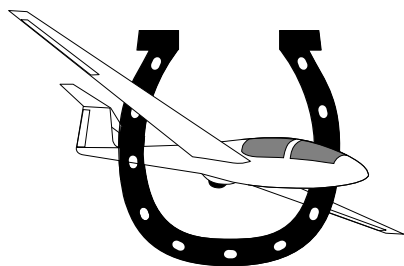
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