



WESTWIND

June 2002



Start Gate at Truckee PASCO League

ON THE INSIDE

PASCO / SSA / Operations / Club Directory	Page 2-3
Minutes of the Board of Directors	Page 4
PASCO News Briefs	Page 5
PASCO League 2000.....	Page 6
Cross Country Seminars	Page 8
A Little Hearsay.....	Page 10
PASCO Awards.....	Page 10
PASCO Egg.....	Page 11
Classified Ads.....	Page 12
Sawyer Awards	Page 13
Calendar of Events	Page 13
Use of Mode C Transponders	Page 14
Membership Application.....	Page 16

Statement of Purpose

The purpose of the Pacific Soaring Council, Inc., a non-profit, 501(c)3 corporation, is to initiate, sponsor, promote and carry out plans, policies and activities that will further the education and development of soaring pilots. Specifically, activities will promote and teach the safety of flight; meteorology; training in the physiology of flight, and the skills of cross country and high altitude soaring. Other activities will be directed towards the development of competition pilots and the organization and support of contests at the local, regional, national and international levels of soaring. 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.

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NORTHERN CALIFORNIA
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(916) 924-5953 h,
(916) 371-3110 w,
(916) 372-8541 Fax
bkorves@winfirst.com

NEVADA
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h (775) 825-1125

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

Information Numbers

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 37, No (4/5) (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 775-787-3197

Central California Soaring Club Avenal Gliderport - 600 LaNeve 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 Minden-Tahoe Airport, P.O. Box 70, Minden, NV 89423, 775-782-4944

Las Vegas Soaring Center Jean Airport, (702) 874-1010 lvsoar@vegasnet.net

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 Minden-Tahoe 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 775-787-3197

Bay Area Soaring Associates (BASA) - Hollister Airport, Hollister, CA; Truckee Airport, Truckee, CA; Minden-Tahoe 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; 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://www.flybasa.org>
CENTRAL CALIFORNIA SOARING CLUB <http://www.soaravenal.com>
CHICO SOARING ASSOCIATION http://www.syix.com/clarkaw/csa_home.html
LAS VEGAS SOARING CENTER <http://www.lasvegassoaring.com>
MINDEN SOARING CLUB <http://www.mindensoaringclub.org>
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/rnosafnno.htm>
SILVERADO SOARING, INC. <http://www.silveradosoaring.org/>
SOAR HOLLISTER <http://www.soarhollister.com/>
WILLIAMS SOARING CENTER <http://www.williamssoaring.com/>
VALLEY SOARING ASSOCIATION <http://www.community.net/~soaring/>

Minutes of the PASCO Board of Directors

May 6, 2002

Meeting at the office of BASE Consulting, Oakland, Calif., was convened at 7:08 p.m..

ATTENDING: Directors: Jim Alton, Buck Arnold, John Bell, Karol Hines, Rolf Peterson. Member: Bernald Smith

TELECONFERENCE: Peter Deane

NOT PRESENT: Directors: Andrew McFall, Chad Moore, Kenny Price, Ty White.

TREASURER'S REPORT: John Bell presented a draft budget for 2002. The proposed budget estimated \$9,458 total income and \$10,050 total expenses for a net deficit of approximately \$592.

Current operating funds are \$10,404.85 excluding the scholarship fund. Due to the timing of membership renewals, this number is expected to drop to about \$5,000 at mid year before rebounding. The Board approved the 2002 Budget.

The Board was advised that a periodic audit is needed. John Bell and Karol Hines will make arrangements for a treasury audit.

John Bell proposed billing for Westwind advertising more frequently than once a year. Karol Hines will send letters requesting payment from advertisers whose checking accounts were closed before checks paying for ads were deposited or who are arrears in ad payments.

The Board accepted the treasurer's report.

COMMITTEE REPORTS:

PUBLICATIONS: Work is in progress on the PASCO Web site.

It was suggested that Ty White get reciprocal agreements to have pointers to FBO and club Web sites on the PASCO Web site with pointers to the PASCO Web site on FBO and club Web sites.

Karol Hines will continue working with Janice Hoke to revise advertising rates for Westwind.

Buck Arnold suggested working through site representatives to solicit consortium block ads from multiple advertisers at individual soaring sites.

MEMBERSHIP: There are no new developments on preparation of a membership handbook and preparation of membership kits for Region 11 FBOs.

AWARDS: Publication of descriptions and criteria for PASCO awards in WestWind is planned.

PUBLIC RELATIONS: Karol Hines and Rolf Peterson will complete revisions to the *How to Become a Glider Pilot* brochure and submit them to Janice Hoke by June 15.

Karol Hines will write an article on "PASCO and You" to be published in WestWind.

At the BASA April membership meeting, Karol Hines, Ty White, and Buck Arnold made a presentation on PASCO activities and what PASCO does for its members and they solicited feedback. PASCO Directors will be visiting soaring sites to make similar presentations and solicit feedback regarding PASCO activities. Karol Hines will write some talking points for use by the directors making site visits.

Site representatives have not been designated for Avenal, Byron, and Crazy Creek. Karol Hines will develop proposed responsibilities for site representatives.

SAFETY: No report:

COMPETITION: The Region 11 contest at Minden, scheduled June 15-16 and 22-24, has been canceled because of runway paving work at Minden during the time the contest was scheduled.

The Region 11 North Contest at Siskiyou County Airport, scheduled May 27-31, will have both Open Class and 15-Meter Class competitions.

Peter Deane will work on scheduling regional contests next year at Minden and possibly at Avenal. He will also investigate making bids for future national contests in Region 11.

PASCO LEAGUE: Fifteen pilots participated in the first PASCO League Contest of the season at Avenal, April 4-5. The dates of the PASCO League Contests at Air Sailing and at Minden have been changed. The new schedule is Minden on June 8-9 and Air Sailing on July 27-28.

FAA LIAISON: No new issues.

EQUIPMENT: A sale price for the PASCO equipment trailer will be determined and an ad placed in WestWind.

OLD BUSINESS: Buck Arnold will continue looking for a suitable venue for the PASCO Banquet and Fall Safety Seminar in the Sacramento area or possibly the Stockton area. He did not find a suitable venue in the Fairfield, Vacaville, or Davis areas.

NEW BUSINESS: Bernald Smith proposed that PASCO submit a proposal to SSA to hold the 2006 World Soaring Championships at Tonopah, Nev. The possibility of joint sponsorship with Region 12/RESCO was discussed. The Board voted to prepare a proposal and submit it to the SSA by Aug. 15. Karol Hines and Peter Deane will take the lead in contacting potential contest promoters and preparing the proposal.

ADJOURNMENT: 9:45 PM.

PASCO

is a 503 c(3) not for profit corporation
contributions are tax deductible

Consider PASCO in your charitable giving plans.

For more information contact Ty White

510-490-6765 h;

408-616-8379 w

tylerwhite@earthlink.net

LANDOUT Ver. 1.0 CD for California and Nevada

A READ ME text file of definitions and suggested uses for XC soaring flight planning.

- An EXCEL 2000 Spreadsheet of 11 Western States: **California:** 73 Not-to-Land sites and 339 landing sites **Nevada:** 57 Not-to-Land and 164 landing sites.
- A text file of the above data sorted by obstacle width, state, and City
- 3D rendered jpg terrain files of maps

To Order: make your check out to "Carl Herold LANDOUT" for \$32.00 which includes shipping. Mail your check to Carl Herold, P.O. BOX 5879, Reno, NV 89513.

Over the counter sales at HIGH COUNTRY SOARING, SOAR MINDEN, & PALOMINO SOARING.

For information: Phone: 775-827-3376,
or Email: cdherold@charter.net



Mrs. YD and friends are inviting you to the 5th annual 4th of July party at the Truckee Gliderport. We supply the food, the beer and the fun. All you have to do is show up! The pilots challenge is to have a long flight and not miss the party. Longest flights will be rewarded with another free beer. For the non flyers there is fishing, hiking, biking and shopping right here. There are also spectacular fireworks near by. The 4th is on a Thursday and our party is on Saturday the 6th. Camping and the bunkhouse are available here at the gliderport. Come and join us. Red white and blue attire is typical but not mandatory. Please call us to help us plan.

SOAR TRUCKEE (530)587-6702

SOAR MINDEN

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Minden - Tahoe Airport
Minden, Nevada



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775-782-7627

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Gliders Available

Discus B

LS-4

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Mini Nimbus B

4-Grob 103 Acros

2-Grob 102s

Hourly

\$57

\$48

\$48

\$48

\$60

\$41

*Daily Mar.-Sept.

\$250

\$215

\$215

\$215

\$260

\$190

New for 2002:

26 New Glider Tiedowns on the East Side.

We now have on line a GROB 103 with paraplegic controls for individual or instructional flight.

A Katana DA-20 A 1 for power instruction, cross country course surveying, and scenic rides is now available at Soar Minden

East side tie downs complete with concrete wheel paths are ready for occupancy. Tie down your glider and trailer for \$7 a day or \$30 a month

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

PASCO LEAGUE 2000

First two PASCO League contests feature close competition in good flying weather

By Jim Alton

This year's PASCO league season has been blessed with good weather and great competition. After the Avenal and Truckee contests, the Hollister Hoods and Panoche Pirates are battling for first place with the Bickle Buckaneers close on their trail. The Avenal contest was a great success with five teams participating. The visiting Hollister teams took well to flying in the area and came out on top. The weather delivery by the Avenal hosts was perfect even if the forecasting was a bit reversed.

On Saturday, an aggressive task was called to take advantage of a prediction of three hours of 6,000-foot thermals. Unfortunately, the weather was much less than predicted, and more of the Novices made it back than the Intermediates and Pundits. All agreed it was a great learning experience after they finished cursing the contest director, in a good natured way, of course.



Waiting patiently for the start of the 2002 Truckee PASCO League Contest

Eric Rupp of Santa Cruz CA, left, goes over GPS turnpoints with Harry Fox of Santa Cruz who flies the Pegasus at Truckee PASCO League



Volunteers do their part at the start gate at Truckee PASCO League



Dan Dunkel, gets ready to strap into 4S, his ASW 27-B at Truckee in the PASCO League contest



IA completes preflight as they prepare for a competitive day of soaring at Truckee.

2002 PASCO League Results

Sunday's weather was the reverse. Since the conditions predicted to be weak, we set on course cautiously, only to find the booming thermals predicted on Saturday. All pilots made it back to Avenal. Excellent lunches and a great dinner were provided by John and Sherri.

Truckee was another great contest with excellent weather both days. Those of us new to flying at Truckee were entertained with the challenge of trying to figure out which of those peaks is Mt. Adams, the turnpoint. We had just enough landouts at Reno-Stead to confirm the task was challenging. Flying in the snow-covered Sierra was an experience that confirmed just how beautiful the mountains are in the spring. Midge provided an awesome feast on Saturday night with Doug Lent bribing us to make it back on time for the keg of Red Horse.

The Minden contest will be history by the time you read this, but there is still time join us for the season finale at Air Sailing on July 27 and 28.

Jim Alton, this year's organizer of the PASCO League contests, is a member of the Northern California Soaring Association in Byron and is Technology Development Manager for SBC-SI.



Dean Aldinger of Soar Truckee experiments for added lift.

Team Results *as of: 21-May-98*

Team	<i>Avenal</i>	<i>2-Jun-98 Truckee</i>	<i>6-Jun-98 Total</i>
Hollister Hoods	12.6	11.8	24.4
Panoche Pirates	10	9.6	19.6
Bickle Buckaneers	6.8	11.4	18.2
Black Mtn Bndts	7.8	7.8	
Jailbirds	7.8	7.8	
Siverado Slugs	7.2	7.2	
Sloths	5	5	

Individual Results

Pilot	Avenal	Truckee	Total
PUNDIT			
Tony Gaechter	1.6	2.8	4.4
Peter Deane	4	4	
Bob Korves	4	4	
Tom Hubbard	3.2	3.2	
Johnathan Fitch	2.8	2.8	
Mario Crosina	2.4	2.4	
Dan Dunkle	1.6	1.6	
John Shelton	0.8	0.8	
Dick Dillman	0.8	0.8	
INTERMEDIATE			
Tim Kurreck	4	5	9
Mike Deleo	5	3	8
Brian Choate	2	4	6
Dwight Kroll	3	3	
Nevin Nyswonger	2	2	
Harold Galleger	1	1	
Jim Conger	1	1	
	0		
NOVICE			
Mark Schmidt	2.5	4.8	7.3
Bill Gawthrop	6	6	
Harry Fox	6	6	
Eric Rupp	2	3.6	5.6
Johnathan Pitt	3.6	3.6	
Don Van Wyk	2.4	2.4	
Tim Mathison	2.4	2.4	
Hugo Vivian	1.2	1.2	
Bob Lesnett	1.2	1.2	

Seminar designed for the budding cross-country pilot

By Sumner Davis

The fourth PASCO Cross-Country Seminar was held on March 9 in a lecture hall of the physics department of the University of California at Berkeley. The co-hosts were Sumner Davis, a glider pilot and Emeritus physics professor, representing the university, and Carl Herold, a PASCO founder and an SSA Hall of Famer. Over 86 delegates and guests were in attendance for the 7 a.m. continental breakfast and the eight hours of briefings.

This seminar was the fourth in a series of annual events. The first three were tailored for the more experienced pilots. This one was aimed at the beginning-to-moderately-experienced glider pilot, one who had some cross-country orientation, possibly some PASCO League experience or Air Sailing camp attendance, and who is looking to take the next learning steps to achieve the SSA Soaring Badges.

The speakers brought into their discussions many hours of experience in XC planning and flying, beginning with flights from local glider ports to the nearest landing sites. Fixed base operators and seasoned pilots were present to assist in describing local lift, good weather patterns, preferred routes for leaving the field, and safe landing sites. Other experienced pilots discussed mentoring, preparing for badge flights, and decision-making in the air.

Following a welcome and introduction, the first speaker was Kempton Izuno who set the theme for the day. He noted that a budding XC pilot should have experience that includes briefings like those at PASCO League events, the blessing of a CFGI, a 5 hr Silver Badge duration leg, and at least 50 hours in the glider being flown.

The five site-briefers were Ty White (Crazy Creek), Gary Kemp (Williams), Steve Brockman

(Hollister), Bob Korves (Truckee), and Chad Moore (Air Sailing). Each had a Hotspot map of a 45nm radius (courtesy of Jim Conger), a landout map of 100 nm radius, a 3D high resolution terrain site map of 45 nm radius, and a point of no return map of 100 nm radius (the latter all courtesy of Carl Herold). They each spent 30 minutes briefing attendees on the FBO, club, mentors, and preferred routes for badge flights. They identified unique weather (good and bad) and possible landing sites.

From each came one final piece of advice.

White: Get high, stay high, fly a conservative L/D at all times.

Kemp: Think ahead. *Then just do it.*

Brockman: Areas of lift are well-delineated. Pay attention and fly to them, with no random searching.

Korves: Think ahead for safe landout locations. Have alternate routes for heading home.

Moore: Pick out trial tasks, with turnpoints that are never out of gliding range of the home airport. For skill building fly cat's-cradle courses.

In the afternoon, Peter Deane focused on more general key items, such as when to tow, getting high and staying high, when to leave the home airport, speeds to fly and max L/D for headwinds, and how to avoid unplanned off field landings. His concluding remarks were, "make the flight on a good soaring day, make it early from a familiar home base, and have a responsive crew rather than a

demanding one." In short, fly, fly, fly!

Dan Gudgel gave a vital description of new soaring forecast tools under development by Walt Rogers and Jack Glendening. He commented that "Weather reports are now a man-machine mix, although the weather continues to be chaotic."

Jim Conger spoke of his successful efforts to catalog the locations of thermal hot spots and insight into their characteristics. His message is, "Keep circling, baby, and tell me about it!"

Carl Herold spoke briefly of his monumental catalog of landing sites and points of no return in California and Nevada. He also had some words of wisdom about flying in the Great Basin: "Not – How do I get to the next thermal, but – How do I minimize sink in going from A to B."

At the close of the day, a five-page single-spaced potpourri of tactics compiled by Deane, Izuno, and Herold was distributed. It alone was worth the price of the seminar. The topical headings were, What glider should you purchase? Developing Soaring Skills, Glide performance judgment, Off-field landing practice, First XC flight tactics, and Learning plateaus.

In conclusion, each attendee received 8 hours of briefings and discussions, purchased a CD of the seminar with all of the briefings included, and additional reference and handout material.

A four-year summary of PASCO cross-country seminars

By Carl Herold

The table below shows the levels of delegates and complimentary attendees, who were the speakers and other volunteers, like the cameraman, CD production team, and invited guests, including Berkeley (non soaring) students and faculty. The first year's briefings were held on a Saturday and Sunday. The second day was required because of the large turnout.

The next three years the briefings were held at the University of California, Berkeley, Le Conte Physics Building lecture room with seating for 200 delegates. On behalf of RESCO, Jim Paine ran a seminar at Cal City for about 20 delegates in 2000 and 2001. Jim had a great 62-delegate turnout when he obtained the Edwards AFB Test Pilots School auditorium.

continued on next page

Year	Location	Delegates		===== CD's =====	
		Sold+Comp	Sold+Comp	MB/	Files/Folders
1999	Dublin (2)+Cal Cty	99+18(20)	99	32	503/1184/117
2000	Berkeley+Cal Cty	97+12(20)	90	22	580/ 759/277
2001	Berkeley+EDW	106+13(62)	128	33	689/2945/341
2002	Berkeley	64+12	58	46	240/ 46/ 13
		366+55(102)	375	133	

number of seminars they have participated in:

Footnote: The numbers in () are the RESCO delegates

In addition to briefing a combined audience of 523 glider pilots and selling and comping 538 CDs (sold 30 at the SSA Convention at Albuquerque) over the past four years. The last column is a summary of the data published on the CD. The seminar sold 66 PASCO turnpoint books, and about 30 1999 large full-color posters of 3D renderings of GPS Flight Recorded soaring flights within the "The Great Basin." We have not been able to sell many of these expensive seven-color printed lacquered posters, which have been raffled each year at PASCO banquets and some soaring contest prizes.

The good news is that over 200 posters have been distributed for useful promotional purposes in places like the FAA, SSA, NAA, and the FAI offices around the country, the Executive Offices of the U.S. Government, the SSA Office, some areas of Congress, numerous Visitor Bureaus and Chambers of Commerce, and etc. These four years has resulted in a net loss financial loss of \$540. We recovered nearly \$800 at the recent seminar.

There is little question that these seminars have upped the enthusiasm and produced a lot of safe cross-country soaring, records and FAI Badges throughout the Great Basin, while producing an excellent recreational safety record at the same time. I still have over 50 posters left for promotional purposes. They sure help the public and others better understand the appeal and performance of our XC sport.

The Physics Department of the University of California receives a \$600 donation yearly from the PASCO Seminar in appreciation for their support and participation. The excess funds also cover the travel, food, and lodging for the seminar participants. Each participant receives a personal-

ized small plaque as a memento.

The XC Seminar has supported RESCO, the Region 12 organization equivalent to PASCO. Jim Payne has used much of our material as well as his own to conduct three seminars, two at California City and a most successful one at Edwards AFB Test Pilot School Auditorium.

The only person paid during this seminar is a Physics Department technical person, who managed the 15-by-15-foot screen and video projector for the presentations as well as providing many other support functions, making sure all the equipment works and we have the video cables on line, as well as all the other goodies available in these 10 rows of elevated chairs by 20 chairs wide.

Thomas F. Colton, PhD, Physics Department Director, Instructional Support Group, has been the most able coordinator for this seminar. All the seminar team is invited to an evening dinner at the Skates on the Bay for a job well done on the evening after the seminar. As you can imagine, this activity took more time and preparation than most of the participants had planned. They still talk to me, however. As Sumner stated above, the seminars have been well received by the delegates and speakers alike.

Met man Dan Gudgel has been supported by NOAA for his travel, meals, and hotel. Every year, the Weather Service has been a great supporter of this XC Seminar. Numerous weather service facilities around the country have mounted our 1999 PASCO Seminar poster.

I must especially thank Sumner Davis for his aid and continued support and counsel on my proposal to initiate this project on behalf of PASCO when he was the PASCO president.

The Seminar Team members who have been key contributors and the

Peter Alexander (1)

Doug Armstrong (1)

Philippe Athuil

Ross Briegleb (1)

Steve Brockman (1)

Dr. Tom Colton (2)

Jim Conger (1)

Jim Darke (1)

Sumner Davis (4)

Peter Deane (1)

Einar Enevoldson (1)

John Graybill (1)

Dan Gudgel (3)

Lee Hallerberg (1)

Charles Hayes (1)

Carl Herold (4)

Brian Henderson (3)

Kempton Izuno (4)

Dr. Scott Jenkins (1)

Gary Kemp (2)

Bob Korves (1)

Al MacDonald (1)

George Marinos (1)

Bob Maronde (1)

Chad Moore (1)

Jackie Payne (1)

Jim Payne (3)

Jerry Plaszwiecki (1)

Marc Ramsey (2)

Walt Rogers (1)

Robert Semans (4)

Charles Thaeler III (4)

Tyler White (1)

A Little Hearsay

By Carl Herold

PERLAN update: **On June 6, the modified DG-505 PERLAN I glider and a lot of equipment including six space suits and special parachutes were closed in a shipping container to New Zealand. It should be arriving at Christchurch, South Island, on June 27, where the container will be moved to Omarama for assembly for a scientific research project to study the dissipation of the ozone layer which will be in the vicinity of known and research stratospheric waves. Pilot and Program Manager Einar Enevoldson, Administrator Pat Seamount, and backup pilot and ground crew Ken Briegleb will depart for New Zealand near the end of June. Their space suit and LOX man will soon follow. NASA and some meteorological persons will arrive once the project is ready to wave fly up to as high as 62,000 feet. By this time glider pilot Steve Fossett should have completed his solo balloon circumnavigation from and return to Australia to join the PERLAN team in New Zealand.**

LANDOUT PROGRAM: The LANDOUT Version 1.0 CD is ready for sale by mail order for \$32 or over the counter for \$30 at High Country Soaring, Air Sailing, and Soar Minden. See the advertisement elsewhere in this issue.

The CD will contain:

1. A Read Me text file on how to use the information provided. This should be read first providing copyright, the assessment process, how to use this data for cross-country flight planning.
2. An EXCEL 2000 spreadsheet covering 11 Western states (with a total of 175 not to land sites and 762 landing sites): The only two states well surveyed for glider landing sites are California (73 not to land sites and 339 landing sites) and Nevada (57 not to land and 164 landing sites).
3. A text file sorted first by maximum

obstacle width, state, and closest city name. This text file is available for insertion onto an iPAQ, CASIO, Palm or copied and imported into your flight recorder data file.

4. There will also be a collection of jpg files included on the CD showing

3D terrain maps covering all of the assessed areas in the 11 Western states. The sites in California and Nevada will be presented with landout site names labeled. The jpg files will be easily readable by MS Paint on your computer.

Keep your eyes on the PASCO awards

For those who anticipate great flights-and achievements this year, here are the categories of PASCO awards to apply for. Trophies will be presented at the PASCO Banquet in November.

PASCO Flight Awards are based on the honor system. The pilot must be a PASCO member at the time the flight is submitted for consideration.

PASCO Longest Distance Award

- Cannot be a contest flight
- Must originate in Region 11 but may terminate anywhere, and turnpoints outside Region 11 are allowed.
- Up to 3 turnpoints are allowed, but no turnpoint may be used more than once. Turnpoints must be at least 10 km apart.
- CH Handicap applies to the calculated distance.
- Turnpoint must be turned as in a FAI badge flight.

PASCO Out and Return Award

- Cannot be a contest flight
- Must originate in Region 11 and terminate at starting point.
- One turnpoint only.
- CH Handicap applies to the calculated distance.
- Turnpoint must be turned as in a FAI badge flight.

PASCO Longest Silver Distance Award

- Longest distance flight by PASCO member qualifying for F.A.I. Silver Badge.
- Must originate in Region 11.
- Claim must be for Silver Distance only (Silver Distance plus Altitude or Duration claims are allowed).
- Flight must be reported in the October 2001 issue of *Soaring*.
- No handicap applied.

PASCO Sawyer Award:

- Most accumulated points of cross country flights over the January-October flying season.
- Handicaps for pilot experience and ship. Contact Nick Thomas (contact information on page 2) for information.

Esther White Memorial Trophy

- Awarded to the most deserving crew person nominated by their pilot.
- Stories must be received by Oct. 1 for printing in WestWind. Send to Janice Hoke, 4188 Plateau Ct., Reno NV 89509 or email to Janice@abaris.com.
- The selection of a winner will be made by a committee selected by the PASCO Board of Directors.
- *Note: Those pilots who submit nominations for this award, seldom have problems finding crew. Coincidental? I think not.*

For any additional questions, contact Cynthia Donovan, 151 Haslemere Ct., Lafayette, CA 94549.

Hollister Gliding Club's quest for the PASCO Egg

By Brian Choate

Before Ramy Yanetz in his LS-4, and I in my DG-300 took off from the Hollister Gliding Club on May 22, we had talked about heading north towards Williams to capture the PASCO egg but weren't sure if the conditions were right for the 161-mile attempt.

We typically do not head north out of Hollister so it was uncharted territory for us. I launched first but was struggling over the hills just north of Hollister. Ramy decided to head south towards the Panoche Valley. He found good lift at our house thermal and climbed up to 7,500 feet. My luck was changing over the north hills, so Ramy decided to come join me and we made the commitment to go for the egg.

The cloud bases over the north hills just east of San Jose were at about 8,000 feet but we were able to find lift in between the clouds and climbed in 4 knots up to 10,000 feet. I played for a while taking pictures and let Ramy catch up. Ramy headed for Mt. Diablo, and I headed a little more to the east over the Byron airport. I worked the last cloud of the street that

was east of Mt. Diablo to 6,200 feet, about 72 miles from Hollister, while I decided the next course.

The next cloud street was much lower and started on the other side of the Delta near Rio Vista about 25 miles away. I turned northeast and flat-glided without a bump to Rio Vista. At 3,000 feet, I contacted lift again but could only climb to about 4,000 feet. Ramy crossed the Delta and headed more west for the Berryesa Ridge near Vacaville. He kept about 10 miles ahead of me the rest of the way by following the Berryesa Ridge to Williams. I was unable to get to the good lift over the ridge and had to follow the cloud street over the valley. I was still not able to get above 4,000 feet until I was about 25 miles from Williams, where I found a good thermal that took me up to 7,500 feet and gave me final glide to Williams.

I flew with

Peter Kelly (PK) the rest of the way while he did wingovers and we took photos. Meantime Ramy had turned Williams and was attempting to return home but was only able to make it back to the Nut Tree airport in Vacaville.

So the credit for the egg should also go to Ramy as he got there first, even though he did not technically land there. It was a great HGC team effort!

If you would like to read the full story and see more pictures of our flight, you can go to <http://www.soarhollister.com/xc/articles/>

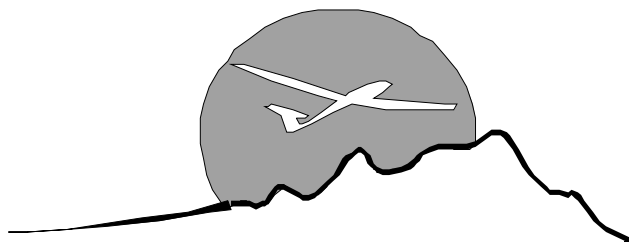


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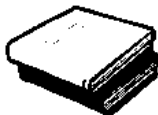
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Any idas for this space???? or I can come up with something

PASCO Calendar of Events

July 1-6: 2002 Air Sailing Sports Class Contest, Air Sailing Gliderport, NV. Practice Day June 30. SSA-Sanctioned Regional Contest. Contact Chad Moore, 5431 Southside Rd, Hollister, CA 95023-9123, (831) 636-6864 h, chad@outside-the-box.org

July 4-7: 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 8-12: NSA Summer Safari from AirSailing, NV. Contact Vern Frye for information at (775) 825-1125, catuscarol@aol.com

July 13 or 14: PASCO Board Meeting, 7:00 pm, place to be determined. All members invited. If you wish to attend, please contact any PASCO Director for directions.

July 15-19: Air Sailing Badge and Record Camp I, 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 16-25: 15-Meter Nationals, Tonopah, NV. Practice Days July 14,15. Contact Jim Norris, 767 Palermo Dr., Santa Barbara, CA 93105-4449, (805) 898-1008 h, jim@interwoof.com, website www.imdata.com

July 22-26: Air Sailing Badge and Record Camp II, 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 27,28: PASCO League Meet #4, Air Sailing Gliderport, NV. Contact Jim Alton, (925) 355-9289 (h), pascoleague@sbcglobal.net.

August 10,11: The Fifth 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.

Sawyer Award challenge: Fly!

By Nick Thomas

To all pilots in the PASCO area, most of Region 11, Northern California and Northern Nevada: Welcome to the Sawyer Award! Send me your flights at the end of each month and the total will count toward the trophy. It is that simple.

I could wax on poetically about the good skill development that comes with participating in the contest, but a childish challenge gets more attention.

So I lay down the challenge. Do you build hours in your club, or just pose next to the glider and take pictures? Enter this contest and prove it! There are ten clubs in the area. Today the trophy is with me and the Minden Soaring Club. Who will have it next year?

This trophy is a symbol of a successful support system as well as the pilot's skill. You want this trophy. You need this trophy!

The contest totals quantitative soaring events for a year ending Oct. 15. This is in contrast to one quality flight like badges or records. Points are figured with expected performance of the glider, pilot, and launch altitude as a handicap system. The launch altitude handicap is to give the Californian flatlanders an advantage.

The other two give the newer pilot with a modest glider equal footing with a diamond badge holder. I believe it has been recently won by new pilots; not because of the pilot handicap, but because it is the intermediate pilot who is most eager to accumulate a variety of soaring experiences.

So what do you win? There is a cash prize. But best of all is the perpetual trophy given to the winner for a year to take care of and place wherever he or she wants to. The dates on the trophy go back to the Sixties and carry some hefty names. Come see it at High Country Soaring!

The only thing you have to do to put your name after mine is fly. When you fly, do your best ALL day long. The handicapping and simple documentation mean you don't have to buy any new doodads or travel to exotic places. Just fly and you win!

See these links for details of the award:

<http://www.ranlog.com/pasco/sawyer.html>

<http://www.ranlog.com/pasco/sawyerrules.html>

<http://www.ranlog.com/pasco/sawyerhistory.html>

If you would like the rules, description, or history by fax, mail, or Pony Express, I will get them to you.

xcnick@aol.com

Nick Thomas

PO 8412

Incline Village, NV 89452

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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.

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.

A new page has been added to the Minden Soaring Club Web site: <http://www.mindensoaringclub.org/>. Look under the WELCOME page for a new section for those soaring out of Truckee, Minden, or Air Sailing. Please study this material on safe soaring within the Reno ATC area.

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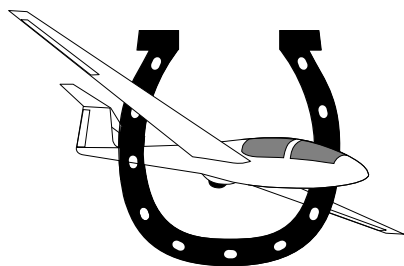
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