



May 2003

WESTWIND



Ragged cloudlets in the morning. It looks windy but soarable- *Photo by Sergio Colacevich*

See Article on page eight

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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.

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Aviation Weather Briefings

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

Sierra Highway Information

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Reno - 775 793-1313 Truckee - 775 793-1313

Volume 38, No (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 Glenn Cobb 256 E 9670 S, Sandy, Utah 84070-3330 - Home 801 891 9930, Email glenncobb@sandyutah.com

REGION 11 GLIDER OPERATIONS

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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

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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

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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

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CHICO SOARING ASSOCIATION http://www.syix.com/clarkaw/csa_home.html
LAS VEGAS SOARING CENTER <http://www.lasvegassoaring.com>
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NORTHERN CALIFORNIA SOARING ASSC. <http://www.norcalsoaring.org/>
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WILLIAMS SOARING CENTER <http://www.williamssoaring.com/>
VALLEY SOARING ASSOCIATION <http://www.community.net/~soaring/>

News Briefs

Eric Lindbergh lands at Minden

by Carl Herold

On Sunday afternoon on 25 May 2003 at 4:00 P.M. an aircraft landed at the Douglas County Airport. The very friendly outgoing pilot was greeted by Tom Stowers and soaring friends. Friend Cliff Robertson had suggested that Eric obtain his glider rating at High country Soaring. Eric had just successfully completed a flight in his Lancair Columbia 300 retracing the flight of his grandfather, Charles Lindbergh nonstop solo flight from New York to Paris in 1927. Flushed with success, Eric Lindbergh brought his small staff with him to spend a week celebrating by obtaining their Private Glider Ratings. Within an hour after landing at the DCA he was in a glider on tow into the Sierra wave.

Air Sailing Sports & World Class Contest

A "New" kind of Sports Class Contest will be held June 20 to July 5 with June 29th set aside as a practice day.

Actually, we are going back to the roots of the SCC (Sports Class Contest) that Carl Herold started in 1980. So that would make it an "old" kind of SCC. One of Carl's objectives was a contest where the novice pilot could learn how to safely fly a contest. Pilots are not handicapped but their ships are. A 1-26 has as good a chance of winning as a Nimbus. No water ballast.

Experienced Contest pilots will be available on Saturday June 28 to assist novice pilots (answering questions, helping with instrumentation, area familiarity, etc.) Mentors will also be available during the contest. Each day there will be a short Ground School and a debriefing of the day's flying. Preferential entry to lowest ranked pilots, zero contest



experience - highest entry rank.

This will be the 24th Annual Air Sailing Sports Class Contest. Registration Forms, Contest Rules, Pilot Requirements, etc., are available at the SSA web site <http://www.ssa.org/contests/>.

Information is also available at the Air Sailing web page: <http://www.airsailing.org/events2003.html> (click on "more"). Note that the Annual Air Sailing Cross Country Camp takes place the week preceding the contest.

We have a real friendly contest. Barbecues at the gliderport each evening, Pyramid lake is 15 minutes away. The Awards Barbecue on Saturday evening July 5 with skits by pilots, children, friends and family is one of the highlights of the contest week. Awards for highest ranking Club Pilot, Team, Female Pilot, Youngest Pilot, Oldest Pilot. Just come, get an award.

If you have ideas, questions, want to help, want to fly, contact Mike Green 925-254-0609, or mgorrila@attbi.com.

Minutes of the PASCO Board of Directors

14 April 2003

Present: Alton Jim, Arnold Buck, Boyce John, Cobb Glenn (phone), Deane Peter, de Roulet Chris, Herold Carl (phone), Hines Karol (phone), Pearce Drew (phone), Hans Van Weersch

The meeting called to order at 1915 by President Buck Arnold, at the San Jose Jet Center.

Glenn Cobb is the new WestWind editor, taking over from Janice Hoke. Glenn plans to maintain Janice's great work, and considers her a tough act to follow. He asks all glider pilots in the region to submit articles and photographs for publication. Newer pilots are especially encouraged to write about their experiences.

The board discussed whether to publish WestWind electronically. This would save postage, but there are some publishing costs that are fixed unless many fewer hard copies are printed. Glenn will determine by how much hard

copies must be reduced in order to obtain a price break.

Carl Herold described his efforts for PASCO over the past five years. Over 400 people have attended his cross country safety seminars, and this year 50% of the participants were new cross country pilots. Carl acknowledged Sumner Davis's major contributions to the seminars, and also mentioned that interest in the Landout CD continues to be maintained. The Board thanks Carl and Sumner for their extensive contributions, which are very much in the spirit of PASCO's mission as a 501C3 entity.

A few comments from the President's Council: Pay attention to weight & balance. A flight was recently made with a very light passenger in the front seat, and the glider didn't fly too well. Help stamp out radio chatter! Keep communications brief and save blabbing for on the ground!

The new PASCO by-laws will be

published in WestWind. All members are encouraged to comment and suggest changes.

Treasurer's Report - We are solvent. Cash flow for the last two months is ~ \$1000. Phone bridge charges are down now that meetings are less frequent.

PASCO League: The early May event at Avenal was rained out.

PASCO Banquet: This will be held on 8 November 03, at the Hiller Aviation Museum next to San Carlos Airport (SQL).

The next meeting will be 19 July 03 at Truckee - Tahoe Airport. The annual Truckee bash will run concurrently.

The meeting was adjourned at 2055 hours.

Respectfully submitted,

JDB
John D. Boyce, Secretary

A Summary Report On The Fifth Annual PASCO Cross Country Soaring Seminar

by Sumner Davis

The fifth annual PASCO Cross Country Seminar for soaring pilots was held on the UC Berkeley campus on March 8. It was a day-long session on the topic of "Safety margins to consider when confronted with a new soaring environment." Soaring is full of surprises, and there is no one who has not been confronted with an unexpected soaring situation requiring immediate action, much of the time an unfamiliar action that taxes the pilot's experience and skill, sometimes to the limit, with potentially disastrous results. As the day progressed, other relevant points of soaring lore came to light when the speakers got into their subjects.

To whet the appetites of the delegates, Kempton Izuno started off with a survey and a collection of facts, figures, features and experiences of a week-long soaring vacation at Tonopah. In essence, he put us in the co-pilot's seat as he cruised cross-country in the soaring mecca of the Great Basin. His narration had particular significance and was especially helpful because he is a Libelle driver with a 1000K flight in his log-book.

Walt Cannon gave us a lot of common sense talk as well as technical information about glider pilots' health, physiology, and how to retain full possession of their physical senses. His talk was low key but immensely helpful because of his many years of practical experience as an M.D. and surgeon at Stanford hospital. He is also is a CFI (SEL) and CFIG. We came away with three essential practices near the top of his list: Drink up! (water, that is). Have plenty on board, and use your relief tube regularly; DON'T drink up! (alcohol of any kind). The effects *don't* go away overnight, and they re-

sult in a measurable degradation of your soaring skills for several days; Breathe in! (oxygen, that is). Start up the flow before you take off, and keep it on throughout the flight, until your landing roll-out has stopped..

Carl Herold preached to us about when and where the opening of spoilers at the beginning of a take-off roll helps in keeping wings from dropping, and adds to the safety of take-offs in windy and gusty conditions. He also offered advice about use of the rudder when a wing is down at the start. His assertions stirred up a lively discussion that will probably result in many pilots' trying out his ideas the next time they hit the glider port, if for no other reason than to try to prove him wrong. The final comment was, "When you next see Carl take off on a windy and gusty day, watch his wings. You'll see them stay level throughout the run and lift-off."

Later in the day, Carl spoke about tactical margins needed in flying close to the ground in the flat land and in the hills, and at high density altitude in the mountains. This had special relevance for many of us who started soaring at Fremont and Calistoga where slope and ridge soaring were the order of the day for most of our flights. At that time he made the comment after a day at Calistoga in his ASW12, "I'm not ridge soaring any more. It's too dangerous, especially for a long-winged ship with a slow roll rate." This despite his thousands of hours of flight time.

Marc Ramsey started flying gliders at the age of 14, in the Boston area. He now flies mostly out of Truckee, in his DG-303, Duo Discus, and ASW-20. Professionally he is vice president and director of software development for a project management software company. He gave a real run-down on GPS equipment performance and economics, especially at the lower end of the cost spectrum.

The last speaker was Key Dismukes who chose the title "Concepts of Error, Threat, and Risk Management Applied to Glider Pilots". In short, when pilots are stressed out, they make more mistakes. What

strategies can we adopt to minimize the risks? His descriptions of common problems that arise touched everyone, because we have all made some of the mistakes he described. He spoke from a background of being the Chief Scientist in the Human Factors Research & Technology Division at NASA Ames Research Center. He has 4000 hours as PIC, split between sailplanes and airplanes. He is a CFIG, and holds an ATP with B-737 and Citation ratings.

At the close of the seminar it was clear that we have members with a wealth of knowledge and information about how to soar and have fun, with adequate safety margins. And best of all, they are willing to share it.

Pacific Soaring Council



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

Consider PASCO in your charitable giving plans this year.

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Oakland Air Route Traffic Control Center and Pacific Soaring Council

LETTER OF AGREEMENT

EFFECTIVE: April 7, 2003

SUBJECT: Pyramid Glider Area Operations

1. PURPOSE: To establish an area and procedures for glider operations within positive controlled airspace under the jurisdiction of Oakland Center. This area shall be known as "Pyramid Glider Area."

2. CANCELLATION: Oakland Center and Pacific Soaring Council Letter of Agreement, subject: Glider Operations, dated April 30, 1984.

3. AUTHORIZATION: This Agreement authorizes the Pacific Soaring Council (PASCO) to deviate from the requirements of FAR 91.135 when operating in the area specified in paragraph 4 and under the conditions specified in paragraphs 5 and 6 of this agreement.

4. SCOPE: The procedures outlined in this letter apply to flights conducted at FL180 and above within the area described below and referred to as Pyramid Glider Area:

Coordinates commencing at		
39-40N 119-42W	direct to	39-
40N 119-35W	direct to	39-
50N 119-20W	direct to	40-
05N 119-15W	direct to	40-
10N 119-53W	point of beginning	

5. RESPONSIBILITIES:

a. Except for deviations specified in paragraph 3 of this letter, pilots shall comply with applicable federal aviation regulations.

b. Pilots may operate in a glider area above FL180 only during time peri-

ods approved by Oakland Center for use of the area.

c. Oakland Center is not responsible for separation between gliders operating within an assigned area.

d. Pilots shall become sufficiently familiar with local terrain features so that flight will be contained within the glider area by visual reference to the ground.

e. Pilots shall not fly in a glider area less than 1,000 feet vertically and 1 mile horizontally from any cloud formation.

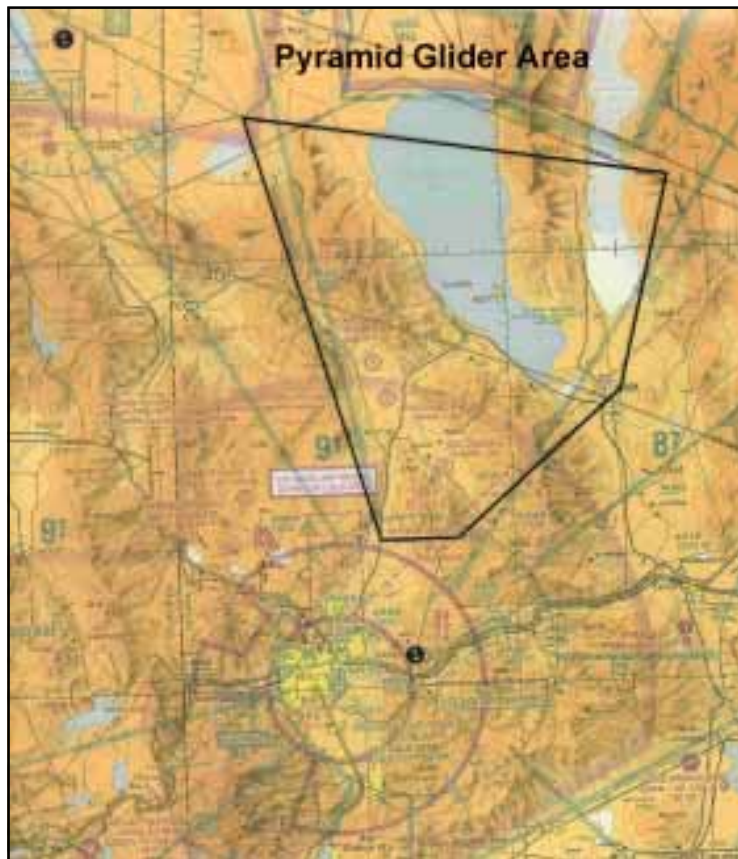
f. Pilots shall not fly in a glider area when flight visibility is less than 5 miles. Weather conditions shall be such that visual reference to the ground can be maintained at all times.

g. The authorization specified in paragraph 3 of this agreement shall extend to the Pacific Soaring Council and to all other persons who by their execution of this agreement agree to abide by the terms and conditions thereof.

NOTE: Air Safety demands strict adherence to approved times, altitudes, and boundaries.

6. PROCEDURES:

a. When high altitude soaring conditions prevail, the Wave Camp Operations Manager or other persons authorized under paragraph 5g, will request from the Oakland Center Operations Manager-in-Charge (OMIC) (510-745-3331 or 510-745-3332) a block of altitudes above FL180 in the Pyramid Glider Area.



b. When the requested area is unavailable, the Oakland Center OMIC may suggest alternate time periods, flight levels, and/or specified portion of the Pyramid Glider Area (e.g., Pyramid Area west of the Mustang 010 radial).

c. Oakland Center approval for use of the glider area shall specify time periods/flight levels and shall be coordinated on a daily basis.

d. The person requesting airspace under paragraph 6a shall release reserved airspace to the Oakland Center OMIC by telephone notification if for any reason glider operations are suspended for any significant period of time.

7. ATTACHMENT: Map of Pyramid Glider Area

Original Signed by

Tommy E. Barclay

L. Rolf Peterson

Air Traffic Manager

FAA Liaison

Oakland ARTCC

Pacific Soaring Council

Letter of Agreement between Oakland Air Route Traffic Control Center and Pacific Soaring Council

EFFECTIVE: April 7, 2003

SUBJECT: Minden Glider Area Operations

1. PURPOSE: To establish an area and procedures for glider operations within positive controlled airspace under the jurisdiction of Oakland Center. This area shall be known as the "Minden West," "Minden Central," and/or "Minden East" areas.

2. CANCELLATION: Oakland Center and Pacific Soaring Council Letter of Agreement, subject: Glider Operations, dated April 30, 1984.

3. AUTHORIZATION: This agreement authorizes the Pacific Soaring Council (PASCO) to deviate from the requirements of FAR 91.135, when operating in the areas specified in paragraph 4 and under the conditions specified in paragraphs 5 and 6 of this agreement.

4. SCOPE: The procedures outlined herein apply to flights conducted at FL180 and above within glider areas described below.

a. Glider Area "Minden West"

Coordinates 39-04N 119-57W to 39-04N 119-41W to 38-42N 119-38W to 38-42N 119-57W to point of beginning.

b. Glider Area "Minden Central"

Coordinates 39-04N 119-41W to 39-04N 119-29W to 38-42N 119-26W to 38-42N 119-38W to point of beginning.

c. Glider Area "Minden East"

Coordinates 39-04N 119-29W to 39-04N 119-10W to 38-42N 119-08W to 38-42N 119-26W to point of beginning.

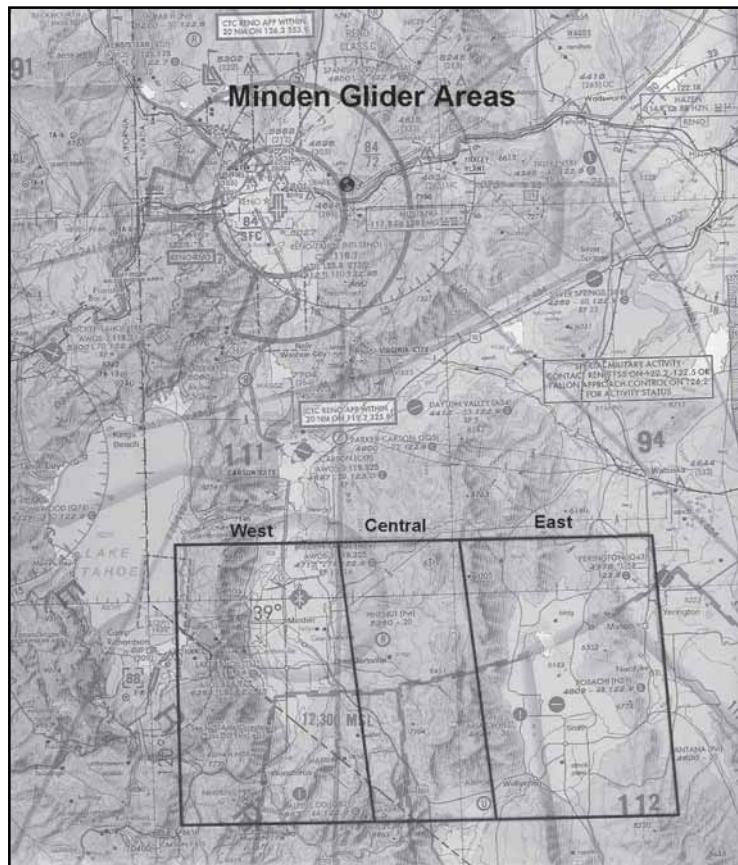
5. RESPONSIBILITIES:

- a. Except for deviations specified in paragraph 3 of this letter, pilots shall comply with applicable federal aviation regulations.
- b. Pilots may operate in a glider area above FL180 only during time periods approved by Oakland Center for use of the area.
- c. Oakland Center is not responsible for separation between gliders operating within an assigned area.
- d. Pilots shall become sufficiently familiar with local terrain features so that flight will be contained within the glider area by visual reference to the ground.
- e. Pilots shall not fly in a glider area less than 1,000 feet vertically and/or 1 mile horizontally from any cloud formation.
- f. Pilots shall not fly in a glider when flight visibility is less than 5 miles. Weather conditions shall be such that visual reference to the ground can be maintained at all times.
- g. The authorization specified in paragraph 3 of this agreement shall extend to the Pacific Soaring Council and to all other persons who by their execution of this agreement agree to abide by the term and conditions thereof.

NOTE: Air Safety demands strict adherence to approved times, altitudes, and boundaries.

6. PROCEDURES:

- a. When high altitude soaring conditions prevail, the Wave Camp Operation Manager or other person authorized under paragraph 5g, will request from the Oakland Center Op-



erations Manager-in-Charge (OMIC) (phone 510-745-3331 or 510-745-3332) a block of altitudes above FL180 in a specific Minden Glider Area(s).

b. When the requested area is unavailable, Oakland Center OMIC may suggest alternate time periods/flight levels/areas.

c. Oakland Center approval for use of a glider area(s) shall specify time period(s), area(s), and flight levels and must be coordinated on a daily basis.

d. The person requesting airspace under paragraph 6a shall release reserved airspace to the Oakland Center OMIC by telephone notification if for any reason glider operations are suspended for any significant period of time.

7. ATTACHMENT: Map of Minden Glider Areas.

Original Signed by
Tommy E. Barclay
Air Traffic Manager & FAA Liaison
Oakland Air Route
Traffic Control Center
L. Rolf Peterson
Pacific Soaring Council

Dances with Eagles

by Sergio Colacevich

The soaring season was good this year, with a low start and a crescendo towards the end. August was as good as I can remember, and September was exceptional, with good days for the whole month. The last weekend of September, Saturday 28 and Sunday 29 was the last before Soar Truckee closed for winter.

I could not be there on Saturday but I was told the day was again good, with four pilots completing a task to Mount Lassen and return, two of them reaching that goal for the first time. The Sunday forecast was less favorable but still good, predicting 600 to 700 fpm and some west wind. Remember that this is the very end of September.

To end the season, I wanted a task with the opportunity to give a farewell to Truckee and the Sierra, without going too far in case the day got sour, but far enough to revisit all the known places for a thank you and goodbye. I thought that going to Sweetwater and back to Nervino would give me the chance to do some soaring with the option to close the flight early if necessary.

The wind picked up as promised and some early clouds that prospered for a while on the Brockway Ridge were soon blown east towards Mount Rose. On tow I found an increase in

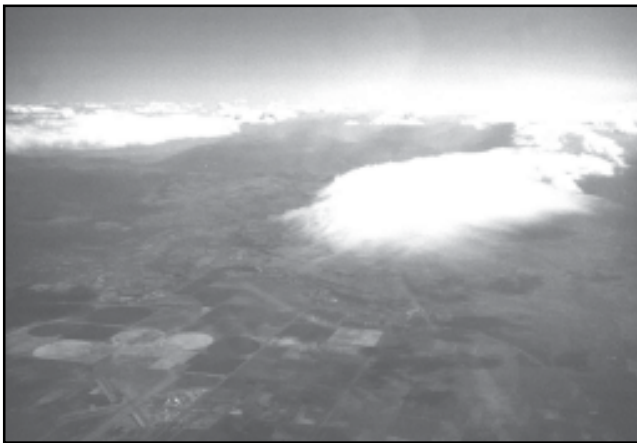
the rate of climb near the reservoir dam and I resisted the impulse to release at 7500'. Instead I waited in a smooth atmosphere to 8600', when I thought I had enough altitude to explore the area. The air was clear and fresh, as to announce the arriving of the colder season.

I found no thermals but a large band of weak lift, which hinted to a wave effect. I knew that the wind was mild but still might produce wave and I began looking for it. I found some lift over a large area but it was weak to the point that I was losing altitude. After 25 minutes of searching I had gone slowly from the 8600' of

for Carson Valley. Small cumulus with anemic lift indicated the way.

On the Pine Nuts Mountains I got to 13000' in 4 knots under nice looking clouds and I started with some confidence toward the first turnpoint

of Sweetwater. I found a weak thermal right over the turnpoint, and then directed myself toward Mount Patterson. On the west side of the mountain I found a surprising 8 knots, with peaks up to



In wave just west of Minden.

10 knots, and I reached again 13,000'. When I was high enough to see the southwest side of Mount Patterson, I saw that sparse patches of snow, the first snow of winter, had blanketed the flank of the mountain. The presence of the snow gave explanation for the weakness and clarity of the day. From here I came back to the Pine Nuts with ease.

Close to Mount Siegel I climbed back to 12,800', but no more. This was likely not enough to make it back directly to Truckee, but I left the place and went toward Minden, in direction of a few cloudlets. Just east of Minden I found a nice climb, 6 knots up to 14,000'. I was just upwind of a cloudlet which looked a bit like a rotor. The lift was very smooth and had the characteristics of laminar lift. In the meantime two gliders from Minden were having an interminable conversation, with one of them telling that he was in a weak wave, and the other one trying to get into it. After having gained some altitude, I moved about three miles and again found smooth lift. Now I was just above the Minden Airport at a respectable 14,000'.

With this altitude I would have no problems of reaching Truckee, so I moved in direction of the Lake Tahoe ridge. Close to Genoa I found unmistakable wave lift, 4 to 5 knots. In 10 minutes I reached close to



Brilliant tenuous clouds.

the tow release to 7200', and was approaching the airport to land. But, close to the "lone pine" - the initial point of the landing procedure - I found some better lift and slowly began to climb. After another 30 minutes I was above Martis Peak. Here I found a real thermal that took me up to 11,000' and allowed me to leave

the 18,000' ceiling and put the nose of the glider down. I moved north paralleling the Tahoe ridge in suddenly strong lift, flying at 100 knots and over, for not to go above the legal altitude limit. The lift indicated by the Netto was around 6 knots, but at the back of Mt. Rose it increased to 10 knots. It was an exhilarating ride, with the speed reaching 120 knots at times, fighting to keep the glider down. The view was superlative, above all clouds with unlimited visibility.

Entering the Truckee valley I found the expected sink. Close to the Verdi Peak I was down to 13,000' and just above cloud top. There were numerous clouds in the Truckee valley and towards Nervino, which I could not see. I was guided more by the GPS than by eyesight. I had to choose my path among the clouds, because it was clear that I had to deal with them in my slow descent.

I began to make detours around the higher tops as I was well above cloud base. The closely spaced clouds created scenery of an unreal aspect, made of white puffy mountains through which I had to pass. It was a moving scenery because farther away clouds, which I could look at for some time, were continuously changing shape, so that no reference could be made to any visible steady feature. The terrain appeared from time to time but directly below in small patches of ground. It made it difficult to recognize the site and contributed to the sense of being in a fantastic place.

At a point I found a patch of lift. It was in the blue, no clouds beneath me. I was in a clear area and climbing at 2 knots. I circled slowly in it, fascinated by the event and by the white soft world rotating around me. I gained 700' in this slow climb, rocked by the gentle rolling of the weak thermal, savoring every second of this magic place. Beneath me the darkness of an unrecognizable territory, above me the pure clarity of the sky, around me the brilliant tenuous

clouds.

The lift ended, and I had to go. I left my spot in the sky with regret. What is more, that was the only lift I could find. Now again I was slowly



Good bye Truckee, and thank you –Sergio

descending and had no more clouds beneath me, but only in front and by the sides. I began searching for a way out rather than for a way through. The clouds were very close together. A couple of times I was ready to dive to go underneath cloud base, but still was able to go around the sides of the clouds. Then the moment of decision came. I was in a reasonably clear area, but still I had to increase the speed to over 100 knots to pass under one more cloud and get beneath cloud base.

Cloud base was just about 10,000' and I found myself to be directly over Loyalton. I finally could see Nervino and the whole valley in the clear air and it felt like coming back to the real world. In my mind remained the images of the fantastic place in the clouds where I was a few minutes ago, an immaterial world left behind, which could never be found again.

I was still descending and I arrived to Nervino without being able to find any lift beneath the numerous clouds under which I was flying. Little bites of worry began to surface and I resolved, after the turnpoint, to go northwest toward the nearby hills. I reached them at less than 8000' and, right in front of the hills and under the wind side of a good-looking cloud, where a thermal should be, I finally found a thermal. It was a fine

thermal too, 3 to 4 knots and well rounded and tame.

Almost immediately I saw the eagle. It came straight to me, 300' below, a dark speck against the brown of the ground and the rocks below. I recognized the eagle by the apparent dimensions and the majesty of its flying. It positioned itself a quarter turn on my back, so as to keep me under watch. I could see it by turning my head a lot, and I did not mind doing that although after a while my neck was aching. It did not last long. That professional flyer climbed to my height, and then moved farther up and away. I followed her, knowing that she knew ev-

erything.

She did not always circle; she traced her own path, invisible for me, only materialized by her presence. I sometimes followed her, other times turned toward the wing that happened to be raised by the lift, taking the best from the rising air. She did her own turns, at times 200 yards away, at times encroaching my path, at times just above me. I could see the elegance of her movements and I could feel the smoothness of the turns of my own glider. We were there, climbing together in a sinuous dance under the cloud, two flying machines in their element, artfully using their bodies in the function for which they were created. Never on a straight path, always turning here or there, gaining or losing altitude on each other. In a few minutes we arrived close to cloud base and then we parted, each of us using the sky for our own purpose.

Encouraged by the newly found lift and still under the enchantment of the encounter with the eagle, I directed myself with more confidence toward the sure thing - the ridge that leads to Verdi Peak. I was able to glide slowly from one weak thermal to the other, maintaining altitude in the plain until I got to the bowl formed by the mountain in front of

continued on next page



PASCO Capture Trophy

AKA “the egg” rules update
by Bob Korves

There has been considerable interest in revisiting the rules for the PASCO Capture Trophy, now called “the egg” by nearly everybody. Buck Arnold, PASCO President, asked me to look at needed changes in the rules since I was involved with them back in 1991 when they were first drawn up.

I am looking for input from Region 11 pilots in reformulating the rules, especially from those who plan to fly to capture the trophy. I would like to see the rules for the egg reflect the needs of the pilots chasing it. There is a web page <http://www.soothingnet.com/~pk/egg.html#reprint> set up thanks to Peter Kelly where the discussion about the rules is taking place. Please look at the web page and send any comments or suggestions to bkorves@winfirst.com.

There has been a lot of interest in the egg lately. On one day this spring there were 5 pilots from Williams and 2 from Avenal all racing for Hollister at the same time to capture the egg! It is great to see that level of interest.

The current rules, copied from an article in the August, 1991 WestWind, are printed below.

The PASCO Capture Trophy -Bob Korves

(August 1991 WESTWIND)

Note: Thanks to Bob Casamajor, trophy sculptor; George Thelen, who financed its creation; Rex Mayes and Karol Hines who created the concept. PASCO now has a trophy to replace “the duck”, a mangy stuffed bird that was dumped upon unsuspecting Region 11 gliderports and was required to be displayed until it could be flown to another field. Unfortunately, but not surprisingly, the duck got lost! The new trophy, a beautiful black walnut egg and plaque, is

worth coveting and displaying. It can be easily stashed in a sailplane. Bob Casamajor has created a beauty, and philanthropist George Thelen has decided that its inauguration will be at the grand opening of Jim and Connie Indrebo’s exciting new Crazy Creek Soaring.

Objective: To provide Region 11 pilots with a safe, low key, fun way to fly more cross country, meet other pilots, and compete good naturedly toward a common goal. It should also help to bring Region 11 operators and clubs closer together.

Rules: To capture the PASCO Capture Trophy, the pilot must begin from a Region 11 gliderport. The flight must be nonstop to the current “home” of the trophy. After capture, the trophy must be flown nonstop to the new home gliderport. It will remain there until captured again. The trophy must remain within Region 11 and must reside at a gliderport capable of towing gliders trying to capture it. To claim the trophy, a pilot must be a member of PASCO. A “2 percent rule”, similar to the SSA 1 percent rule for badges, will be imposed on all tows. Also, no tow shall be higher than 1000 meters (3281 ft) above the airport from which the tow is made. Release from tow need not be directly over the departure airport. A pilot will be towed to the best local lift available. However, no long, flat tows to help reach the destination will be allowed and in all cases the 2 percent rule will apply from the altitude and place of release. After landing to claim the trophy, a pilot will have 8 days to complete the return flight. If a pilot lands short on a return flight, he must return the trophy to its previous and rightful owners within 48 hours. Multiple attempts are OK so long as they are within the 8 day period and the 48 hours is not exceeded. A pilot shall not be denied a return tow, given an overpriced tow, or maliciously towed to the local sinkhole. Any of these sins will result in forfeiture of the trophy. It is specifically intended that the trophy shall be physically kept at the home gliderport so it may be claimed for capture. If, for some

reason, it is not on hand, the flight may still be made, and, if successful, the trophy must be sent immediately to the new owners. Motorgliders are OK. Self-launched gliders must take the equivalent of a pure glider tow, as above. No in-flight restarts allowed. An in-flight restart is the same as a landout and the trophy must be returned. Two-place gliders are OK, even encouraged. One pilot must remain PIC for flight both ways. The honor system will apply. This is a trophy to be proud of! Any arguments will be settled by a majority vote of the PASCO Board of Directors and all rulings will be final. This set of rules shall also be subject to change at any time by a majority vote of the PASCO Board.

A logbook will be part of the trophy. Both successful and unsuccessful flight shall be logged. The current owners of the trophy shall bring the trophy to the annual PASCO awards banquet where each flight since the previous banquet shall be recognized publicly.

Dances with Eagles

continued from page 9

Loyalton. From there it was the old path to home. Back over the Truckee Airport I went towards the town of Truckee, to take pictures at the finished Hwy 89 bridge on the newly constructed bypass. Nevin Nyswonger had asked for somebody to take pictures of the bridge for a local newspaper and I obliged.

After landing, it came out that nobody else was able to stay up that day. Three or four ships tried, but had to land shortly thereafter. Indeed, I had found long difficulties myself and I well believe that after my take off the conditions became worse.

So that was my good bye to Truckee for this season: The Sierra gave me the gift of a nice clear day, with some tame thermals, a good wave, clouds and a clear sky and a captivating encounter. I accepted the gift and said thank you.

Air Sailing Volunteers Practice Annual Ritual

by Dale Thompson

This year's work party is behind us, the turn-out was superb and a great deal was accomplished. Volunteers included: Rick Adamson; Norma Burnette; Glenn Cobb; Tracie Cobb; Tom Dinsmore and Cameron; Doug Gray; Roger Harris; Varian Harris; Charlie Hayes; Rosemary Hayes; Jim Hays; Janice Hoke; Dick Horn; Diane Horn; Shawn Horner; Bob Kuykendall; Charlie Leu; Lisa Lyons; Bob McKay; Mike Oshell; Rolf Peterson; David Prather; Tiffany Prather;

Kurt Redinbaugh; David Rhodes; Virginia Rhodes; Steve Smith; Bob Spielman; Jay Sumpter; Pam Sutton; Dale Thompson; Tim Uphaus; David Volkmann; Rick Walters

Work accomplished included the following: Seven new trees were planted with three additional holes dug to await new hackberries; the irrigation system was extended to ac-

comodate new trees in the western addition and in the Memorial Grove; generator starting problems were corrected; trailers were moved to align with the new western-addition road and all Air Sailing rental trailers were cleaned and stocked with necessities including new fire extinguishers; splash gravel was installed around the clubhouse; Clubhouse door lock problems were fixed; the bird-screen in the clubhouse was replaced



Shawn Horner (rt) & Dick Horn

where the woodpeckers had attacked it; scrap-iron and other junk was removed from the property; hangar doors were lubed and repaired and the hangar was cleaned and swept; irrigation drippers were repaired as needed; rabbit barriers were installed around new trees; one windsock was replaced; the shade structure and gazebo was repaired; 1.3 zillion weeds were removed from the property; the mysterious hole near the

clubhouse water spigot was filled in; circuit identification in the clubhouse and bathroom building breaker boxes was installed; one large dumpster was filled; lunch was provided for all. Additional work is on going as I write.



Rick Walters

A pleasant surprise was having Glenn and Tracie Cobb with us for the day. Glenn has recently replaced Janice Hoke as editor of WestWind. He is an occasional visitor to Air Sailing and now resides in Sandy, Utah. For a little added human interest,

Glenn and Tracie (who became engaged right here at Air Sailing) spent their first wedding anniversary helping make our work party a success. We hope to see them here often.

Lacking a competent record keeper, my notes on who was present and what was done are highly suspect. My apologies if I have missed your presence or contributions. The turn-out and the accomplishments were superb. Thanks to all who contributed to making this event a resounding success.

Calendar of Events

June 2-6: NSA Spring Safari from AirSailing, NV. Contact Jim Hays for information at 775-972-8960, jimhays@charter.net

June 16-20: Region 11 North Contest, Minden-Tahoe Airport, Minden, NV. Practice Day June 15. Sponsored by The Minden Soaring Club. Open, 18M, 15M and Standard Classes. CD Rick Walters. Contact Contest Manager Bill Reuland, Breuland@epri.com, 775-267-0120.

June 16-20: 2003 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 22-27: 2003 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 30-July 5: Region 11 Air Sailing Sports and World Class Contests, Air Sailing Gliderport, NV. Practice Day June 29. SSA-Sanctioned Regional Contest. Contact Mike Green, 925-254-0609, mgorrila@attbi.com

July 12,13: PASCO League Meet #4, Minden-Tahoe Airport, Minden, NV. Contact Jim Alton, (925) 824-6053 voice, pascolleague@sbcglobal.net.

July 14-18: NSA Summer Safari from AirSailing, NV. Contact Vern Frye for information at 775-825-1125

July 28-August 2: Region 11 North Open Class Regional Championship, Siskiyou County Airport, Montague, CA. Contact Nancy Kemp, P.O. Box 405 Willows, CA 95988, 530-934-2482, gkemp@sunset.net

August 5-14: Standard Class Nationals, Siskiyou County Airport, Montague, CA. Practice Days August 3,4. Contact Nancy Kemp, P.O. Box 405 Willows, CA 95988, 530-934-2482, gkemp@sunset.net

August 9,10: The Sixth Annual Gerlach Dash, Air Sailing Gliderport to Gerlach, NV. Sponsored by Nevada Soaring Association. Contact Vern Frye for information at (775) 825-1125



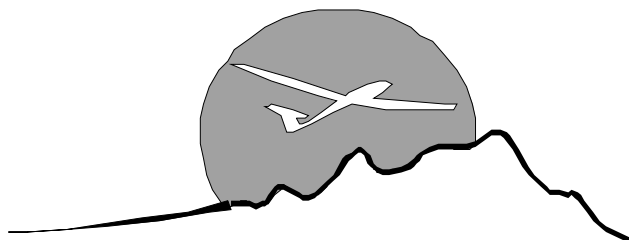
October 11: Oktoberfest, Williams Soaring Center, Williams, CA. Flying Saturday with a BIG German Style dinner at the end of the day. Please RSVP to Noelle at (530) 473-5600 or noelle@williamssoaring.com if you plan on flying and or attending the dinner.

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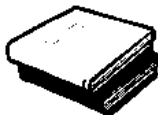
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SOARING WEATHER WEB-URL SITES

Compiled by Doug Armstrong

<http://www.wrh.noaa.gov/reno/...NWSFO> Reno home page/additional wx data
<http://www.wrh.noaa.gov/reno/javapg/soaring/index.html...NWSFO> Reno soaring/index
<http://www.wrh.noaa.gov/reno/RNOSAFRNO.txt...NWSFO> Reno soaring forecast
<http://www.wrh.noaa.gov/reno/javapg/satellite/index.html...weather> satellite index & loop
http://weather.unisys.com/satellite/sat_ir_enh_west.html...wx sat/infrared mode (IR)
http://www.wrh.noaa.gov/reno/javapg/satellite/GOES_West/4km_wvimage_Jhtm...4km WV
http://www.wrh.noaa.gov/reno/javapg/satellite/GOES_West/16km_irimage.htm...16km IR
http://www.wrh.noaa.gov/reno/javapg/satellite/GOES_West/1km_visimage.htm...1km VIS
http://www.wrh.noaa.gov/reno/javapg/satellite/GOES_West/1km_visloop.htm...VIS loop
<http://www-das.uwyo.edu/upperair/sounding.html...current> atmospheric soundings/map
<http://www.wrh.noaa.gov/reno/javapg/radar/index.shtml...Local/Regional> radar data
<http://grads.iges.org/pix/mrf.vort.html...MRF> extended forecast model
<http://www.edwards.af.mil/weather/mrfmodel.htm...MRF> model output
<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 Jet-stream
<http://rap.ucar.edu/weather/upper/ua300mb.gif...UCAR> 300 mb Jet-stream

The data from these web-url sites with a brief description can be reviewed on a daily basis by any soaring pilot or soaring meteorologist in preparation for soaring flights in the western states. Most of these Internet sites are used in a soaring forecast overview prepared by Doug Armstrong...Soaring Meteorology updated April 17th, 2001...inquiries can be addressed to this email <skybird98@aol.com>

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Use of Mode C Transponders

PASCO Recommends the Use of Mode C Transponders Near Reno

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. New transponders have recently gone on the market with size and power requirements more suitable for glider operation.

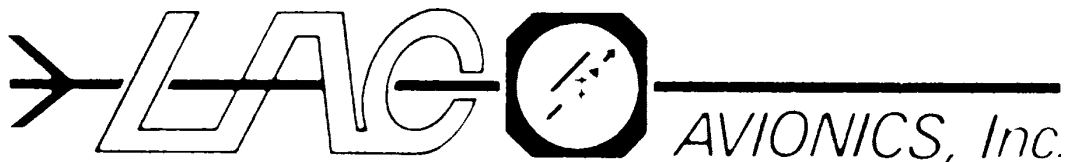
PASCO recommends that gliders operating cross country, within 50 NM of Reno-Tahoe Airport, install and use a Mode C altitude encoding transponder.

Read the informative article: "Glider With and Without Transponders in the Reno ATC Area" - by Carl Herold, posted on the Minden Soaring Club Web site: <http://www.mindensoaringclub.org/>.

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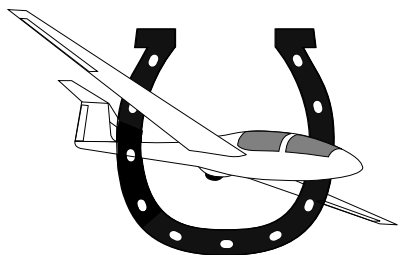
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