



Summer 2003

WESTWIND



On tow from Hollister (see story on page 4) – photo by Brian Choate

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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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Volume 38, Summer 2003 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

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

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Straight out record flight from Hollister

Friday, 05/09/2003

Glider DG300 - DG3

611K free flight

7 hrs 48 mins

49.9 mph avg

*New straight out record
of 362 statute miles*

by Brian Choate, DG3

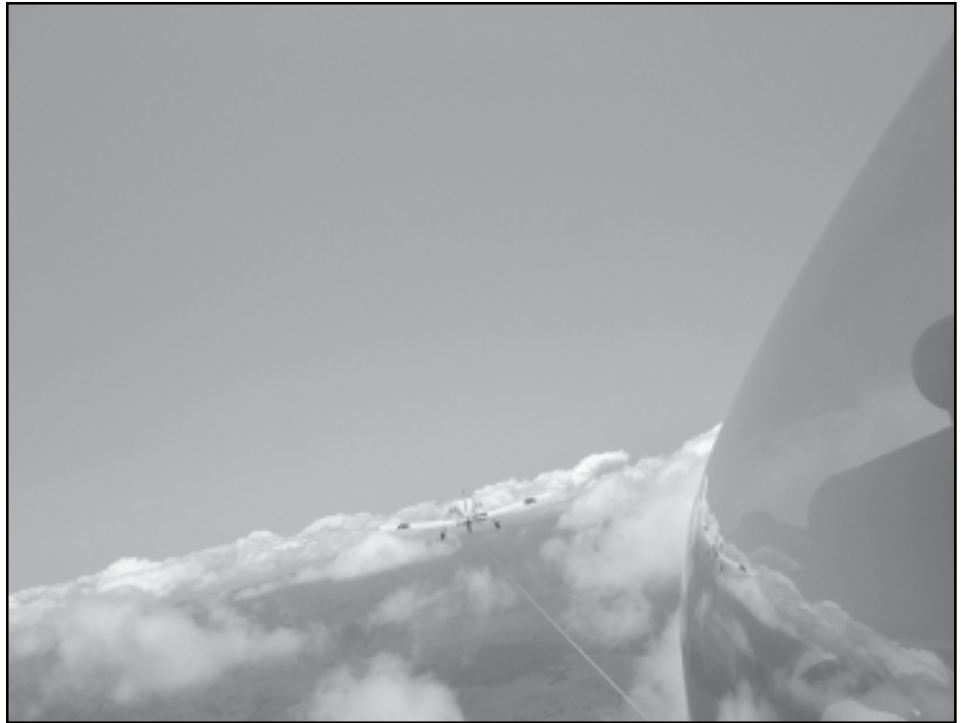
My crewless soaring story (not to be confused with clueless soaring—which I tend to do a lot while clover leafing around thermals)

I arrived at Hollister bright and early after hearing Ramy was going to attempt a straight out. I couldn't let him go alone.

I filled the DG3 full with water and noticed Ramy doing the same later that morning. There was talk of going to Vegas. I kept thinking if I did somehow manage to get to the Sierras, It would be a bummer to find lift higher than 14,000 ft and not have oxygen, so I took my bottle out and had Gavlin aviation top it off.

I let Ramy tow first. He chose a high tow to Panoche (release 15 miles from Hollister at 6,000 ft) since the cloud bases were only 4,000 ft. in the valley. I towed about 30 minutes later and released at the same distance and altitude to be fair. I headed for EL1, the clouds looked great but were not working. I got low and headed for the Panoche valley where I connected with my first climb. I decided to continue down the Panoche valley and found it very difficult, with many good looking clouds not working and difficult wind sheared thermals.

After much struggling and frustration, I finally crossed to New Idria valley, where again I still struggled to get to Hernandez. Regretting my poor choice of staying east, while



On tow from Hollister - photo by Brian Choate

Ramy was already at Black Mountain!

Eventually I made it to the edge of the convergence, and found my first decent lift, I climbed to cloud base 8,000 ft on the east side of the convergence while the west side bases were only 6,000 ft, I proceeded under the stepped clouds toward Coalinga where the convergence ended. I was now forced to stay under the valley cloud base of 5,000 ft. I figured I may as well try something new since I was getting tired of the same old milk run to Black Mountain. It was so rare to see cu's all the way across the central valley, I just had to try it.

Off I went, without any hesitation...plenty of fields down there! Well, it wasn't much fun. Only one out of every three clouds seemed to work. Several times I tossed up weather to dump the water as I got low but kept thinking "strong wind home must keep water to return", as I climbed 2kt thermals (averaging .9 to 1kt). I drifted downwind continuously towards Bakersfield. I made it to the Sierra foothills and attempted to continue east several times, without success, each time getting shot down with strong sink. Once past Bakersfield, I tried to get to

Tehachapi, but the bases were too low so I continued down toward the southern end of the central valley where the clouds looked better and higher.

I managed 6,000 ft near the bottom of the central valley and decided since it was late and there was NO way I was going back through this cruddy lift in a headwind. I would try to cross over to the Mojave Desert and at least get to California City or Crystal Air. I followed the ridges across at 6,000 ft and went for it. With two strips in glide +1000 ft off I went. Immediately into 1,000ft/min sink. Great, now it's too late to head back. I was committed to the Mojave desert. When is the is sink going to end! Glide to one airstrip gone...then another...start looking at the desert...no fields, just ground looping tumble weeds. I headed for a dirt road that had no fence and no power lines. I had no better options. I kept going away from the mountains as it was obvious I was in the lee sink.

At 802 ft agl, with water dumping and looking at the dirt road, which thankfully pointed into the wind, I heard the vario say LIFT...hello! I turned around and hit it again. I circled a couple of times, and moved a little then bam, a bump

and 1000 ft/min up, smooth and strong! Cool. I headed in the same direction (tracking cross wind) and up I went. I couldn't believe it. There is a God. At 10,000 ft I took some pics, grabbed a bite to eat and relaxed for a bit while I looked at the Los Angeles sectional and figured out my next move.

I decided to at least go to Crystal now that I had it in glide. So off I went. That is when I ran into strong wave again. I couldn't help myself, 6kts up. I put my oxygen on (how happy I was to have filled it in the morning). I climbed to 17,999 ft (indicated) WOW what a view. The last time I was in this valley I was at 2,000ft and landed at Palmdale. Ok now I guess I have a few downwind airports in glide :). I knew to break the straight out record I had to get to Bear Mountain at least (325 SM) so I decided on Palm Springs since it was much lower than any airports on the east side of Bear. Off I went, cruising between 120 and 150 mph ground speed. Averaging 52:1 glide.

I passed over Crystal air at 14,000 ft and talked to them on the radio They told me to go for Banning since it was a gliderport. I had Banning made and pressed on. I then checked the map and noticed Palm

Springs was lower than Banning and I had that made too. Since it was farther I may as well keep going. I cut through the gap and contacted approach, asking nicely if I could transition there Class C airspace without a transponder. To my surprise they said no problem and kept up a conversation with all kinds of questions about where I had come from and how I would get the glider back.

Once over Palm Springs, I continued to Bermuda Dunes, which I now could see and had it made with 2000 ft. There was another strip further south but I only just had it in glide with 500 ft. Feeling tired and in lightning, I didn't want to chance it so I pulled the dive brakes and landed into the 25kt gusting headwind at Bermuda Dunes. I called ahead and had a team of helpers get me off the runway and safely tied down.

I took a Greyhound to Oakland and arrived the next morning in time for Mothers Day. I drove the next day to retrieve the ship for my longest retrieve ever at 871 miles return from Hollister (1061 miles from my house in Berkeley!). Driving two days really gave me an appreciation of how far I had flown.



Crossing the central valley- looking toward the sierras
Photo by Brian Choate

Pacific Soaring Council



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

Consider PASC in your charitable giving plans this year.

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Articles and photos are graciously accepted. Please consider sharing your experience with our readers. Send photos and articles to glenncobb@sandyutah.com High resolution digital photos are preferred.

Thank you!

Glenn Cobb
WestWind
Editor

Third Generation Glider Pilot

by Ginny Farnsworth

It's a beautiful morning at Crazy Creek Gliderport in Middletown, CA. Cumulus clouds are starting to build over Boggs Mt. and we're watching them form as we assemble gliders.

Jase Indrebo, third generation glider pilot has just landed in the ASK 21, and he gives us an optimistic report

of the developing conditions. It looks like there may be some X-C potential for the day.

Crazy Creek is a gliderport with three generations of actively flying pilots. It's inspirational to arrive on the field and see them in action, and reassuring to have their combined years of experience available for consultation. The terrain and the subsequent lift here are a big attraction for soaring pilots, but even better are these folks who make it all happen.

E.J. Indrebo, Jase's grandfather, is the FBO at Crazy Creek. He has years of experience flying competitions and instructing those of us who formerly only dreamed of flying gliders. The gliderport is a reflection of his and Connie's vision and hard work. Rick Indrebo, Jase's father, is a commercial pilot with American Airlines and a mentor to many of us. He also has spent many years flying competitions, and is a CFIG as well. Connie Indrebo holds both a commercial glider rating and CFIG, and

Jimmy Indrebo, Jase's uncle, is also a commercial airline pilot and CFIG. Jase has some great role models in his family, so it's no wonder that he seems naturally inclined to take to the air!

I'm feeling good about the day as I'm setting up my Pegasus upon return from a trip to New Mexico. Although the thermals were big and plentiful in N.M., I'm looking forward to my first flight at my home field. This morning, as I set up, I reflect on my experience of learning to



fly at this unique gliderport nestled in the California coastal mountains. Surveying my log book entries, I discover that there were very few weeks over the past three years when I haven't had an extended

soaring flight. I feel fortunate to have received my instruction at Crazy Creek and to be flying my own glider here several years later. I tow up, release in good lift, and work the course EJ has suggested I fly for the day. After several hours of soaring I finally pull spoilers to make my approach and land. E.J helps me download my flight, and Rick coaches us in using the new technology. Jase takes it all in. As we review the flight on the computer screen, I learn where I flew the lift well, where I could have tightened up a bit, and how I could have altered my course to maximize the fading lift at the end of the day. Although years have passed since I started taking instruction here, I'm still thrilled with how much I continue to learn from these interactions.

As the youngest glider pilot in this family of pilots, Jase is both a pleasure and an inspiration to be around. Last summer, he could be found flying at Crazy Creek, preparing to solo. He had a great time flying and soloed on his 14th birthday. Jase is a student who enjoys school and participates in sports and rides horses when he's not flying gliders. He is also a creative writer and composed the following poem about his solo experience.

SOLO

*I am lying in bed looking at
the wall,
Wondering if I'll
make it down at all.*

*I'm lying in bed, thinking how
high I'll go,
One thousand,
two thousand, no...*

*I went to the airport to check
my glider,
And pulled it on the runway,
and it seemed lighter.*

*I got into the cockpit and put
my seat belt on,
Signaled the tow plane,
then I was gone.*

*Higher, higher, to the sky,
I felt like I was going to cry.*

*I released with a pull,
and I was alone,
Looked out my window and
saw a balloon.*

*I looked to my right
and saw a town,
It was covered with buildings,
End to end, and all around.*

*I did some slips and stalls,
Then headed for the airport
quick as can be,
So I could breathe.*

*I landed tail wheel first, and
made a little squeak,
Pulled to my parking place,
And jammed out with relief.*

*Jase Indrebo
August 2002
Age 14*



Underage BASA pilot lands in downtown San Jose

by Stan Davies

PASCO, BASA, The Hollister Gliding Club and Youth Soaring Associates cooperated to display a glider outside the San Jose Tech center on Saturday, May 10.

This was the tech center's "Celebrating a Century of Flight" exhibition, with a row of about a

dozen or so aircraft on Park Street. It included a Schweitzer 2-33 from the Civil Air Patrol Cadets, a partly built primary glider reconstruction from the South County museum folks and a BASA Pegasus, which made a



nice triumvirate of progress! The weather was glorious and there was a steady stream of visitors, with many kids. We spoke to a number of kids and adults who expressed great interest, and I'm sure we'll see some of them at Hollister in due course.

Local SSA director Karol Hines spent several hours at our display talking with folks about gliders and soaring, helping kids explore the Pegasus cockpit, and with the disassembly of the Pegasus. We appreciate her coming out to talk with us and the general public – and to show that there are women glider pilots. After consultation with Drew Pearce of Soar Hollister and as part of this exhibit, we distributed hundreds of handouts offering free Young Eagle glider rides to kids in BASA

ships. I just hope they don't all call me at once! We were also able to link up with several local schools and offer free flights in BASA ships as part of their aviation oriented classes. Supporting EAA's Young Eagles is a

very rewarding way of staying current, and some of these youngsters do go on to join YSA and become full

fledged glider pilots. Ultimately, BASA has a student membership program that provides a means for students



from age 16 through completion of college a less expensive membership in BASA and access to their six gliders that are based in Hollister (Year Round), Truckee (Summer) and Minden (Winter).

Reno Air Races Soaring Display a Success

By Carl Herold

Buck Arnold made arrangements for PASCO members to man an open booth at the Air Races at the Reno Stead Airport which had a crowd of 200,000 spectators. SOAR MINDEN provided a Grob G-103 for the display. The glider was staged at the west end of the PIT area next to the large hangars where the Sports, Formula One and the Biplane class racers are housed.

Being in the PIT area was especially profitable because it attracted those pilots who were qualified enough to pay extra to be in this coveted area.

The booth was manned by ten enthusiastic members from BASA, Silverado, NCSA Clubs and Air Sailing. Soaring literature was passed out and over 500 interested pilots visited the booth asking "How can I transition to soaring?"

It is dedicated soaring pilots like these who will make this sport continue for decades to come. Thank you for your help. We appreciate you!

We need your help

Do you have an email address?

Would you please take a minute and send your current contact information to Ty White, acting Publications Chairman, 41600 Marigold Drive, Fremont CA 94539-4716 510-490-6765 h, 408-616-8379 w, tylerwhite@earthlink.net. You can see on the address label if your snail mail address is correct. Other information that would be helpful would be...

Home Phone - FAX
Email - Cell Phone
Work Phone

Cell, Work and FAX is optional but if we could have your email address it would be very helpful in getting important information out to our members in a very timely manner. Thanks for supporting PASCO.

Best Regards,
Buck Arnold,
President, PASCO

Chris Woods to speak at PASCO's November 8th Awards Banquet

The Pacific Soaring Council's (PASCO) Annual Awards Banquet will be held this year in the Bay Area at the Hiller Aviation Museum in San Carlos (www.Hiller.org). This year's guest speaker is Chris Woods, renowned aviation photographer and contest sailplane pilot. Chris began his soaring career in 1976 at El Mirage and began competition flying two years later. After an eighteen-year hiatus to start his film career and a family, his return to the sport of soaring was chronicled in last December's issue of Soaring Magazine.

This summer, Chris challenged over 50 other sailplane pilots and increasingly difficult weather in a grueling transcontinental race. Starting from southern California, the race offered many adventures, rapidly changing conditions and extraordinary challenges as they crossed the Mississippi into Kitty Hawk, North Carolina, on July 4th! Chris placed fourth in this "cross-country" race to celebrate the centennial of the Wright Brothers advancing from glider flights to controlled power flights. Please join us at the PASCO Banquet to relive this exciting, once in a lifetime adventure!

Calendar of Events

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.

November 8

PASCO Awards Banquet and Safety Seminar. See page nine for details.

PASCO and the FAA to invite 10,000 Bay Area power pilots to attend the PASCO Safety Seminar

The FAA will be sending out 10,000 invitations to local Bay Area power pilots to attend the PASCO November 8, 2003 Safety Seminar and Awards Banquet at the Hiller Aviation Museum located at the San Carlos airport in the Bay Area. There are many common safety concerns for both the power and glider communities. The FAA has realized this and is supporting PASCO's efforts to reach out to the power community to expose them the art of soaring through our safety seminar.

There will be two training tracks for the safety seminar. The Power Pilot track will be oriented towards exposing pilots to typical safety topics for the glider community that will be new to them, such as blip maps and weather forecasting, flight physiology, bailout procedures and survival to name a few. At the same time, soaring oriented seminars will be conducted for the glider pilot covering such topics as new technology for improved soaring, high altitude flight considerations, weather forecasting and other soaring related topics.

If you know a power pilot that has been interested in soaring, this is the seminar for them. Many power pilots have done the \$100 airport hamburger flights and are now looking for new flying experiences. PASCO is seeking to reach those individuals to add to our soaring community, help strengthen our FBOs and their training programs and add to our local club memberships. The cost of the seminar is \$10 to cover room costs and includes admission to the museum.

IF YOU ARE ATTENDING, PLEASE BE SURE TO RSVP FOR BOTH THE AWARDS BANQUET AND THE SAFETY SEMINARS. BOTH EVENTS ARE ON A FIRST COME, FIRST SERVE BASIS. PLEASE SEE OUR ADD IN THIS ISSUE.



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8 Locations
Ask about our Meeting Space!

2003 PASCO SOARING SEMINAR & ANNUAL BANQUET

**Saturday
November 8, 2003**

at the
Hiller Aviation Museum
(San Carlos Airport)
601 Skyway Road
San Carlos, CA 94070
Phone: (650)-654-0200
<http://www.Hiller.org>

Hotel rooms available at a discount rate.
Ask for the PASCO discount.
555 Skyway Road, San Carlos
650-631-0777 x 401

Safety Seminar
9:30 a.m. to 5:00 p.m.
Program TBA

Banquet and Awards Ceremony
Museum Tour: 5:00 – 7:00
No host bar: 5:30 - 7:00 p.m.
Dinner: 7:00 - 9:00 p.m.

Dinner speaker:

Chris Woods
Renowned Bay Area Aviation Cinematographer & Contest Pilot
Also speaking will be *Greg "Shifty" Gears* from the Top Gun Naval Training Center in Nevada

Dinner price is \$38 with RSVP, or \$40 at the door.
Please indicate beef or chicken when making reservations.

To make a reservation for the seminar, contact Chris de Roulet by email at PASCOSafetySeminar@Yahoo.com ; if you are also planning on attending the Awards Banquet, please RSVP to Chris de Roulet by telephone at (925)-639-1110 no later than November 1, 2003.

Summer Summary on Soaring Weather

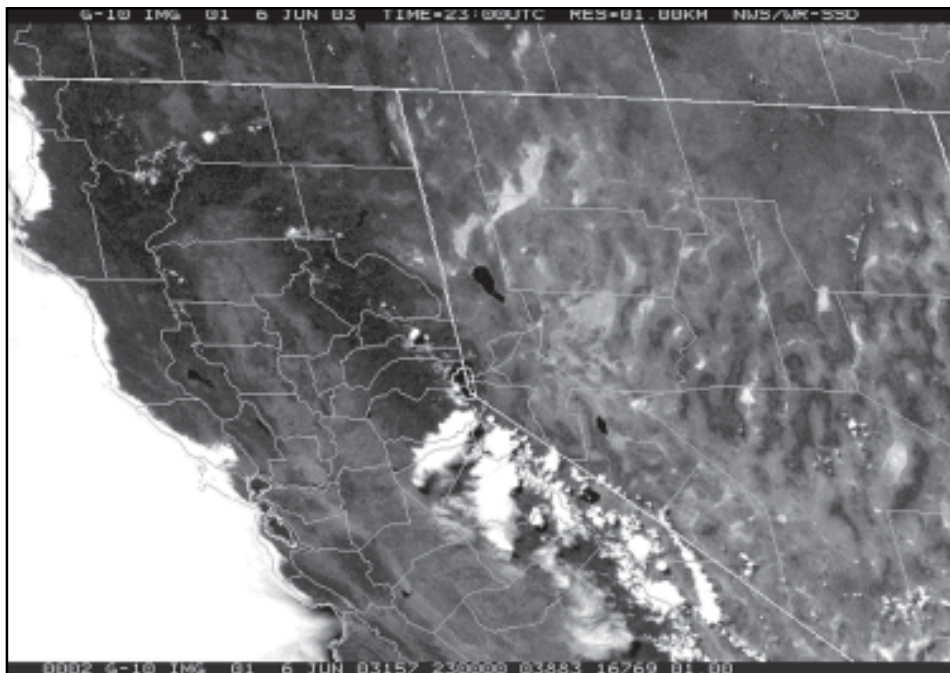
By Doug Armstrong

Satellite photos compliments of RNO National Weather Service

A wide assortment of challenging soaring weather greeted PASCO pilots this past summer. Everything from crystal clear blue thermals with stealth stable layers aloft all the way up the scale to overdevelopment with moisture in the form of cumulonimbus clouds from the Arizona monsoon. Quite a few days with choppy early afternoon thermals and some rotor controlled thermals with wavelets all the way up to several full blown Sierra mountain wave. Thank goodness there were fewer wildfires with less smoky skies this summer. There were some ragged cloudstreets and short cul-de-sacs all the way up to major expressways.

The transition into summer soaring weather was very slow starting this summer as May began with temperatures cooler than or slightly above the seasonal normal until the last 10 days of the month. However on the 23rd there were still spring showers and gusty outflow winds in the soaring area. A brief warm spell peaked at 97 degrees Fahrenheit on the 28th.

June soaring began on a very warm and dry blue note. By the 6th of June a trickle of moisture crept up the Sierra and Whites and David Volkmann cracked open the summer soaring season with a big bang with



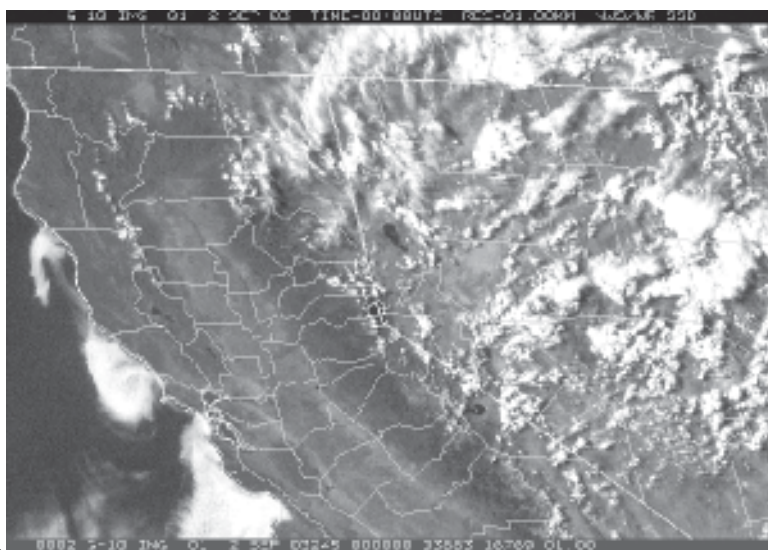
You can go a long way on a cloudstreet if you stay on the "yellow brick road" June 6, 2003 at 4:00 p.m. Graphic compliments of Doug Armstrong
David Volkmann made a successful flight from Air Sailing to Schulman's Grove with no turns on the Whites except to come home...a 440 MI O&R at 75+ mph with no ballast...setting up for final glide on the southern Pinenuts...ASI/NSA's annual safari to Bishop enjoyed much the same soaring weather with gold and diamond flights during the first week of June...trust me...there're many soaring pilots in this picture and they're smilin... — Doug Armstrong

a nice flight from Air Sailing Inc. (ASI) to Schulman's Grove and return. No turns were made on the Whites except to return to ASI. he Out and Return flight (O & R) totaled 440 miles at 75+ mph without ballast with a final glide off the south end of

the Pinenuts. ASI/NSA's Annual Safari enjoyed great soaring weather out of the Bishop (BIH) area. See visual satellite picture taken at 4 PM on the 6th with a lot of smiling faces on soaring pilots (not quite visible in the picture). Moisture increased with

widely scattered light showers and a few thunderstorms on June 11th. Some smoke was reported later in the Reno area at times from the 18th until the 26th. In fact temperatures were cooler than normal from the 21st to the 25th with a day of hefty thunderstorms on the 23rd. Temperatures were about 7 degrees above seasonal for the whole month with 17 days of a maximum reading of 90 or above. Bob Semans had great flights on the 17th and 28th of 503 miles and 476 miles respectively.

July started off rather subdued with near normal



9/2/03 - It looked pretty good to me with a cloudstreet on the Pinenuts! And out of Truckee too. - Doug Armstrong

temperature readings and mostly blue thermals with breezy afternoons causing choppy thermals, wavelets and localized mountain wave. On July 11th, Bob Semans reported a triangle flight of 502 miles from Minden using the Whites while thermals remained totally blue. A well known climatic feature known as the Arizona monsoon arrived nearly on schedule (normally mid July) with a slowly building "Four Corners" high pressure system tapping extra-tropical moisture from Mexico passing through Arizona into southern California. Moisture rapidly spread north over the Sierra and soaring area during the last half of the month developing scattered afternoon and evening



thunderstorms. July 2003 was the warmest July on record for Reno. This prolonged heat wave had a grand total of 28 days of temperatures at 90 or more with 3 days at a sizzling 104. Thunderstorms were reported on 5 days in Reno and one day outflow gusts hit 53 mph. Atmospheric soundings indicated conditions for a very strong soaring day on the 17th. Bob Semans flew a declared goal flight of 385 miles from Minden to Delta, UT. However the big news was made when Russ Owens made a 1000km flight from Inyokern north to around Hawthorne and using a yo-yo off the Whites. This is a new ingenious tactic of starting between moisture moving up the Sierra and then flying a yo-yo on the Whites. Bob Semans reported flights from Ely of 500 miles on the 22nd and 494 miles on the 24th.

A rather persistent feature was afternoon showers or thunderstorms around Yosemite-Mammoth Lake-Mono Lake out into Mineral County as well as along the Sierra crest. See satellite picture

August kicked off with heavier monsoonal showers and thunderstorms the first 3 days and again when the Arizona monsoon reloaded with a second round of moisture de-

veloping thunderstorms on the 20th and 21st. On August 18th, Bob Semans reported a 593 mile flight from Minden using Whites and Sierra even going north. Russ Owens flew his 2nd 1000 km flight of the summer on Aug 19th departing from Inyokern

again. There were 19 days of 90 or above maximum temperatures. The increased cloud cover over night caused warmer temperatures and August was the 5th warmest on record. The Standard Class Nationals at Montague had great soaring the week before the contest with temperatures above 100 and high cloud bases, but settled for cooler temperatures and

breezy conditions developing choppy thermals, wavelets and local mountain wave. See satellite picture.

September started with a strong thermal trough in central California and pulled moisture into the Sierra and across Nevada. On the 1st another ingenious Labor Day flight was conceived as Brian Choate departed Hollister and landed at Truckee via a flight path up the spectacular Yosemite Valley. Rapidly changing soaring weather conditions by the 7th, as Gordon Boettger attained 30,000 ft ASL in the Sierra wave at Minden. See weather satellite picture.

During much of the PASCO's summer soaring season, soaring meteorology kept abreast of daily changes in the weather and was posted at some Sierra and western Nevada FBO's. During the summer, computer usage added current weather satellite pictures into the email discussion. The help and educational benefits have not been fully totaled, but it appears PASCO enjoyed a very successful and nearly incident free soaring season in 2003.

Great Season at Soar Truckee

Soar Truckee is a corporation owned and directed by glider pilots. We operate only five months a year from May through September. This year we had 44 private glider trailers in the lineup with many club gliders tied down also. We had 31 campsites filled for the season. We had lots of good flying with many parties and a lot of families present to enjoy the activities. This is how we measure a good season at Soar Truckee. On the business side of the equation, we did well also. This year, mainly through

advertising efforts, we had a banner year. Our advertising budget was up about a few thousand dollars over last year but our ride revenue tripled. Our tows and instruction also increased over past years. What this means to Soar Truckee is a nice 2-32 added to our fleet and the rest of the equipment will be in top condition for next season. Soar Truckee has a great staff and fine equipment to service our glider pilots and families. Soar Truckee will continue to grow and prosper. Thanks to you all.

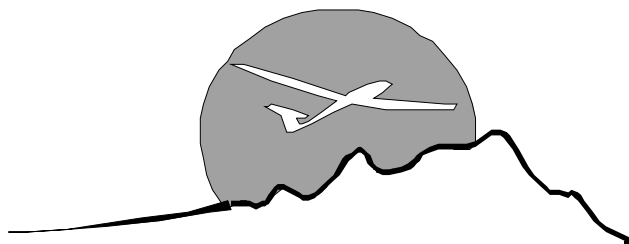
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SOARING WEATHER WEB-URL SITES

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: "Gliders 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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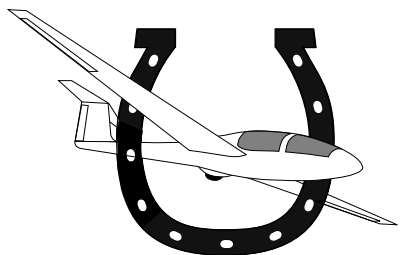
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