



January 2004

WESTWIND



Mt Shasta framed through a LS8 at the 2003 Std Class Nationals, Montague (photo Bruce Roberts)

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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 2004. Current dues are \$25 annually from the month after receipt of payment.

Pacific Soaring Council, Inc.

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Aviation Weather Briefings

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

Sierra Highway Information

Auburn - 702 793-1313
Reno - 775 793-1313 Truckee - 775 793-1313

Volume 39, January 2004 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

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

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. <http://crazycreekglid.com>

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 Christopher de Roulet 925-250-1877 Ext. 14 Christopher@EliteNetworkInc.com

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.pacificsoaring.org>
 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
 CRAZY CREEK SOARING SOCIETY (CCSS). <http://crazycreekglid.com>
 LAS VEGAS SOARING CENTER <http://www.lasvegassoaring.com>
 MINDEN SOARING CLUB <http://www.mindensoaringclub.org>
 MOUNT SHASTA SOARING CENTER <http://www.craggyaero.com/mssc/>
 NORTHERN CALIFORNIA SOARING ASSC. <http://www.norcalsoaring.org/>
 PALOMINO VALLEY SOARING www.soar-palomino.com
 RENO SOARING FORECAST <http://nimbo.wrh.noaa.gov/Reno/rnosafno.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 Pacific Soaring Council

21 October 2003

Present, In Person & Via Phone Bridge
Alton Jim, Arnold Buck, Boyce John,
Deane Peter, de Roulet Chris,
Gudgel Dan, Hines Karol, Volkeber John,
Van Weersch Hans

Minutes: The meeting was called to order by Buck Arnold at the San Jose Jet Center, at 1915 hours. Buck announced that he is resigning from the PASCO board at the end of November, 2003. Everyone wished Buck good lift & luck as he moves to North Carolina, and thanked him for all his effort on behalf of PASCO and the soaring community here in the West. Among other things, he was instrumental in leading the effort to review and update the 20 year old by-laws.

Except for Buck, all other current officers, caught in moments of weakness, volunteered to serve again for the year 2004. Four new at-large members will be needed and nominations for these positions are to be sent to Tye White.

The board discussed a problem that has suddenly come up. The FAA had recently agreed to include an announcement in one of its regular mailings about the upcoming PASCO safety seminar. This would have reached thousands of pilots in the region. Anticipating substantial attendance, PASCO committed to the space thought necessary to accommodate everyone. The FAA suddenly canceled the mailing because of budget concerns, leaving little time for PASCO to get the word out to fill all the prepaid seats. Several options were considered, and it was decided to have the FAA do a post card mailing at PASCO's expense.

It was then moved, seconded and passed to adjourn at 2045 hours.

Respectfully Submitted,
John D. Boyce - Secretary

15 December 2003

Present, In Person & Via Phone Bridge

Alton Jim, Boyce John, Deane Peter, Farnsworth Ginny, Hines Karol, Ramsey Marc, Russell Tip, Van Weersch Hans, White Tye

Minutes: The meeting was called to order by Karol Hines at the San Jose Jet Center, at 1920 hours. The new 2004 board members, chosen by PASCO members at the 08 November 2003 Banquet, were announced:

Jim Alton, Dan Gudgel, John Boyce

Marc Ramsey, Chris de Roulet, Tip Russell, Ginny Farnsworth Hans Van Weersch, Harold Gallagher
Karol continued to chair the meeting President Marc's advice and consent. Committees were updated and chairs were appointed:

Publications – Eliminated; chairman Ty White will no longer be doing this, after much time in this position.

Communications – Peter Deane is chair. WestWind will be handled through this forum.

Membership – Ty White is chair. He reports that we have 370 active members, down from 430 in years past.

Marketing – Ginny Farnsworth is chair. She wrote and presented promotional material, aimed at new glider pilots.

Safety – Monique Weil will be asked if she would be interested (she declined).

FAA – Rolf Peterson will continue in this role.

Competition – Peter Deane is chair.

Sawyer Award – Brian Choate will take this over from Milt Hare.

PASCO League – Jim Alton is chair, with assistance from Peter.

Other Bullets: It was decided to take a survey of glider pilots in the PASCO region. It will cover general topics as well as PASCO League-specific questions. Jim will do this, and Peter and Karol will assist.

- Ty and Jim will scrub and update the email list, which currently has many bad addresses.

- Flash – The old equipment trailer has been sold, for the princely sum of \$200.

- Marc will contact the IRS and run our by-laws past them. There shouldn't be any hang up with this, but we want to be sure that we are 501C3 compliant. The contact is in Cincinnati.

- Region 11 Regionals at Minden. The Minden people don't want to sponsor this. PASCO could do so instead; Minden (Rick Walters) would still do the legwork.

- Should we publish WestWind electronically? It would be a big file, even when using PDF. This question will be included on the upcoming survey. Peter will talk to Glenn Cobb about this.

It was then moved, seconded and passed to adjourn at 2055 hours. The next meeting will be held at 1900 on Monday January 12, 2004, at the San Jose Jet Center.

Respectfully Submitted,
John D. Boyce - Secretary

12 January 2004

Present: Alton, Jim, Hines, Karol, John BBoyce, John Kahrs, Glenn Cobb, Marc Ramsey, Peter deane, Bob Seaman, Ginny Farnsworth and Hans Van Weersch

Minutes: 1. The meeting was called

to order at 1920 hours by President Marc Ramsey, at the San Jose Jet Center.

2. Hans presented the Treasurer's report, and it was agreed that we are in reasonable shape. In particular:

\$2600 in checking, \$ 400 in savings \$7000 in the scholarship fund

It was noted that invoices for WestWind advertisements are long past due, since collection efforts have been minimal. This represents ~\$3500 per year of income. There has never been any problem collecting money once a bills were sent, but without squeaking our wheels now and again, no grease will come our way. As Treasurer, Hans will send and collect bills.

3. Peter presented a slide show to stimulate thought, ideas and goals for PASCO. A few key points were made:

a. We have too few pilots and need new recruits. Toward this end, Ginny presented some literature that she prepared to extend a welcome to newly-minted glider pilots in the region. The board endorsed the material and thanked Ginny for her effort.

b. Many sites in the region are sponsoring their own contests, with competitive levels and intensity similar to PASCO League meets. Is this why participation in the League seems to be waning? Maybe PASCO should sponsor a single end-of-season meet instead.

4. Committee Reports & Issues:

a. Monique Weil declined to chair the Safety Committee.

b. Should PASCO establish an ironman tow-pilot award?

c. PASCO Egg – New rules will be written to define how to capture this trophy.

5. Bob Seaman attended the meeting to offer comment on a number of gliding issues. He is a veteran glider pilot with many soaring accomplishments, and the board was pleased to hear his perspective:

a. There is a shortage of glider flight instructors, both locally and nationally. Experienced pilots should strongly consider getting the CFG rating, to help solve this problem.

b. It was proposed that PASCO should help youth into soaring by underwriting the designated examiner fees for their check rides. For IRS reasons, the youth would not join PASCO until after their check rides were complete and the fees paid.

c. Would any instructors out there care to write about their experience in becoming an instructor?

The meeting was adjourned at 2110. The next PASCO board meeting will be held 1900 on Monday 9 February 04, at the San Jose Jet Center. Unless otherwise noted, meetings will be held on the second Monday of every month.

Officers were elected at the 15 December Meeting

| Position | Nominee | Nominated By | Seconded By | In Favor | Opposed |
|----------------|------------------|--------------|-------------|----------|---------|
| President | Marc Ramsey | Jim | Ginny | 8 | 0 |
| Vice President | Chris de Roulet | Ginny | Jim | 8 | 0 |
| Secretary | John Boyce | Ginny | Jim | 8 | 0 |
| Treasurer | Hans Van Weersch | Jim | Marc | 8 | 0 |

Respectfully Submitted,
John D. Boyce
Secretary

First Cross-Country in a Glider

by Eric Norris
ebnorris@earthlink.net

The first day of 2002 Badge and Record Camp at Air Sailing found me surrounded by five pilots with vastly greater soaring experience. As we went around the table discussing our goals, I said I hoped to tip-toe away from the airport and fly down to Silver Springs for my FAI Silver Distance award, one of a series of international gliding achievement awards to measure your skills against other pilots. They all started laughing and said, "you're going, you're going!" John Boyce in 2V offered to fly with me down there in his Vega.

Launch time. The soaring forecast was for a less than a great day (by Air Sailing standards) with thermal tops at 16,800 ft and maximum thermal velocity of 1200 fpm. 2V launches ahead of me. I release from the towplane over the red rocks NE of the airport at 6800 feet (2500 ft above the ground) and immediately I'm in trouble. Where is the reliable house thermal? I fly back and forth, sinking ever lower on the ridges. I hear 2V on the radio saying he's heading south. He must have hooked a thermal right away and I don't want to slow him so I offer him good luck with a brief radio transmission. I keep flying, looking for a workable thermal. Finally I hook a good one, and climb to 14,400 ft, turning on my oxygen system as I pass through 10,000ft. I told myself I would not even think about leaving the airport without at least 14,000 feet. Now I had no excuse.

I bank my L-33 to the left, and set out for Pond Peak. A thousand feet below, a Red-Tailed hawk flies a parallel course looking for food. Is he heading for Pond Peak too?

I find nothing but blue sky traversing the valley towards Pond Peak. Slowly I sink lower and lower. I check my chart, which I have

marked with calculated 10:1 glide heights back to the airport, a conservative but reasonable plan for a novice cross-country pilot flying in a 30:1 glide ratio sailplane (there are big areas of sinking air in the high desert) If I can't get high enough to jump over to Tiger Field, I'll turn back. I'm now down below 12,000 feet, and I'm not even at Pond peak yet! My stomach tightens, and I turn back for home. Just as I turn I feel a bump and I bank my wings and climb back up to 14,000. I reach Pond Peak at 12,500. I search around for a thermal, and find myself starting to feel sick. I'm sinking

lower again, too low to reach Tiger now and maybe even too low to get back to Air Sailing. Below 11,500 ft now I turn back for the second time, sick at failing so soon and dreading the ribbing I'm going to get from the other pilots. Not 30 seconds later, the vario squeals. A thermal! I hold the control stick loosely in my hand—the sailplane wants to bank left. I throw the stick over to the right, give full rudder, and yank the little ship into a tight turn. Up we go. My nausea disappears. We reach 15,000 ft, and the thermal weakens. I roll out heading towards the town of Fernley.

On the chart there is a dry lake bed just north of Fernley, at the southern end of Pyramid Lake. But all I see is green. There are wide areas of lift and sink. I try to smoothly follow the rising and sinking air, pulling back on the stick and slowing down for lift at 45 knots, speeding up and flying through sink at 60-70 knots. I turn on my handheld GPS so I'll know if I get too close to the Reno International airspace. I look down my course, and there is Tiger Field, big and beautiful from my altitude, I have it made! Now I "give up" Air Sailing as my home airport and adopt Tiger. That's where I'm going if the lift dies.

I'm so happy to be within an easy glide of Tiger I loiter around for a while. I've never left the vicinity of my home gliderport, and this is quite a new experience. I stumble into another thermal, and reach 15,500. It's time to head for Silver Springs! Down the valley I go, following the road. In the distance I see I-80. I work every thermal I find, flying the sailplane towards the higher ground to the west. On my chart I have also marked gliding distances for Tiger. The scary spots are the transition points, where 14,000 ft of altitude should get me back to either Air



Sailing or Tiger, and Tiger or Silver Springs. Now I must leave Tiger and adopt Silver Springs. I'm still at 15,000, and I'm feeling pretty good. I check the oxygen flow to make sure I have a reason to feel good. I head towards I-50, and a series of uniquely shaped reservoirs that should make finding the Silver Springs field easy.

I look back northwards, and I see the south end of Pyramid Lake getting low on the horizon and distant. For the past two years I have been flying at Air Sailing, Pyramid Lake was nearly always in sight, a giant blue topaz in the desert that marked my home territory. Now I feel very anxious leaving it behind.

I begin the glide across the I-50 valley at 14,000, and I cross over Silver Springs at 12,800ft. I count to 30, and bank the sailplane to take a turnpoint photo of the airport. I have to bank 70 degrees to get the left wing pointed at the field, so I take a quick picture and level out. The camera doesn't make a sound! Is it working? I fly on past the airport, banking over and over and pressing the shutter again and again. Still no noise! Has it failed? I look at the altimeter and I have squandered 2,000 ft, I'm now down to 12,000ft. I pointed the camera at the right

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.

For more information contact Ty White
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tylerwhite@earthlink.net

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 & RTF (Rich Text Files) text files are preferred,

Thank you!
Glenn Cobb
WestWind
Editor

place—either I have the picture or I don't. I'm not going to spend any more mental energy on it. I turn to the North.

I don't want to land at Silver Springs and wait hours for a towplane, I want to make it back to Air Sailing. I head across the I-50 valley again and find only sink. I push the nose down and we fly 50, 60, 70 now 80 knots sinking at 800 feet per minute. I get that sick feeling again as we pass down through 11,000 feet. Will I have to turn back for Silver Springs? Suddenly the vario needle jumps a little. I slow down. It moves up, and I slow down further so I can feel the thermal. Then more sink, and finally I feel the kick in the pants from the upward rushing air, then the vario needle climbs and I bank the sailplane around and up we go. It isn't much, just 14,500 this time. I head for Tiger. After a few more scattered thermals I pass over Tiger at 12,000 feet once again, and start heading back to Air Sailing. I've got it made!

Beeeeep beeeeeep
beeeeeeeeeeeep goes the vario and I'm in sinking air again. I look over Pond Peak to where Air Sailing should be, and I see the horizon sinking lower fast. I won't make it back. Now I'm wondering where will I land? I'm below 12,000 feet this time, and the bile in my stomach rises once again. "You're not even gonna make Tiger this time, pal" I think as I look for the dry lake south of Fernley. That dry lake is now meadows, and meadows mean pasture and pasture means both cows and fences, neither one of which I want to tangle with. I try to think back over the conversations with other pilots about landing at the dry lake—has anyone ever done it? I can't think of a single conversation about it. I don't want to land in the middle of nowhere! I decide to break my minimum altitude and head for Air Sailing—maybe I'll find something.

I'm flying fast now in the L-33, 75 knots trying to outrun this huge lake of sinking air. Then I feel a monster bump, and I hear the aluminum skins on the wings oil-can as they flex. I pull up as sharply as I

dare and the vario pins at 1000 ft/min up. I bank the ship over again and by some stroke of luck I am in the middle of this monster thermal. The glider rocks and pitches as the thermal tries to throw me out. The vario stays pinned against the stop for a full turn, then another, then another. I'm gaining 700 feet with each turn! I pull out the oxygen flow meter and adjust it from 16,000 to 19,000 ft. I'm above 16,000 now, my previous best altitude in a sailplane. Still we shoot skyward under a now-dark cloud and the climb rate falls off a bit. 16,700...16,900, 17,100, now I see little wisps of cloud reaching down from the bottom, beckoning me in. The main body of the cloud is only a few hundred feet above me. Towards its edges, little arms of vapor dance around reaching down to my altitude. At 17,300 I call it quits and run from the cloud at high speed. I've got Air Sailing made! There is lift everywhere now as I push on towards the airport, just another tourist flying a glider at 17,000 feet without a care in the world. I arrive back over the red rocks, and I'm still at 17,000. I decide to sightsee up and down the Palomino Valley while losing altitude. I reset the pitch trim and fly hands-off for 20 minutes enjoying the view. I look back at the altimeter and I still have 16,800 feet of altitude, some 12,000 plus feet above Air Sailing. I check my watch, I've been up for nearly 3 hours, and I'm too emotionally exhausted to stretch it to 5 hours for the duration leg of my silver badge. Reluctantly I open the L-33's powerful airbrakes and descend to the field at 1500 fpm. When the wheel chirps on the runway, the flight is over. I haul the glider back to the hangar, thinking of even better flights in the coming week. But the weather doesn't cooperate. Longer and farther flights will have to wait until next time.

**Air Sailing Spring Clean-Up Day
Sat. April 24th – 9:00 a.m. 'till???**

Fun, Comraderie and the satisfaction of a hard day's work for a great cause.
...and yes, lunch is free!

Dale Thompson
510-223-4259

dale_rsmry@sinewave.com to RSVP

Region 11 Event Calendar 2004

ANNUAL EVENTS

April 24th to May 1st

BASA Wave Camp at Minden, Nevada Contact: Hans Van Weersch at 408 568 2198 or vweersch@aol.com

April 29th to May 2nd

Avenal Spring Contest at Avenal, CA Contact: Mario Crosina at 559-251-2880 or www.soaravenal.com

May 24th-28th

Airsailing Thermaling Camp at Air Sailing, Nevada Contact: Rolf Peterson at 925-447-5620 or rolfpete@aol.com

May 30th-June 4th

AirSailing Cross-Country Camp at Air Sailng, Nevada Contact: Dick Horn at 408-737-7887 or dhorn15@comcast.net

June 7th-12th

AirSailing Sports Class at AirSailng Nevada

Contact: Linda Gager 623-465-9139 home 623-341-0709 cell lgager@earthlink.net

June 7th-12th

Region 11 Championships (Std, 15m, Open) at Minden Nevada www.pacificsoaring.org

Labor Day Weekend

PASCO Inter-Club Championships, TBA Contact: Jim Alton www.pacificsoaring.org (PASCO League rules)

REGULAR REGIONAL EVENTS

Starting in April, Crazy Creek Soaring will host a monthly Sunday Cross-Country and BBQ.

Contact: Jim & Connie Indrebo 707-987-9112 or www.crazycreekglders.com for more information

Every other Saturday from March 13th to October 9th, Williams Soaring Center will sponsor the VSA Race Contact Rex Mayes at 530-473-5600 or www.williamssoaring.com for more information

Dates to be announced, Hollister League hosted by Hollister Gliding Club:

Contact Drew Pearce at 831-636-3799 or www.soarhollister.com for more information.

NATIONAL EVENTS

May 18th-27th

USA 15-Meter Nationals, Mifflin PA, Contact: Karl Striedieck at 814-237-7996 or www.ssa.org

June 15th-24th

USA Sports Class Nationals, Ionia MI, Contact: Benz Aviation at 616-527-9070 or www.ssa.org

July 20th-29th

USA Standard Class Nationals, Hobbs NM, Contact: Bob Dittert at 505-392-7449 or www.nationalsoaring.org

August 10th-19th

USA Open & 18m Nationals, Uvalde TX, Contact: Kerry Huffstutler at 830-278-4481 or www.ssa.org

Records Granted or Claimed – 2003

27 Records (5 National), 16 Flights

| | | | |
|--------------------------------------------|-----------------|---------------------------------------|-----------------------------------|
| Mark Boyd | 6/27/03 | Avenal, CA | |
| | World Class | Free Distance | 39.79 mi. |
| | World Class | Free O&R | 69.51 mi. |
| | World Class | Free 3 TP Distance | 89.00 mi. |
| | World Class | Absolute Altitude | 13,015 ft. |
| | World Class | Altitude Gain | 10,380 ft. |
| Cindy Brickner & Marty Eiler | 7/15/03 | | CA |
| | Multitplace | Free 3TP | 168 mi. |
| S. Dashew | 8/4/03 | Ely, NV | |
| | MG, Single | Altitude Absolute | 17,920 ft. |
| S. Dashew & M. Parker (claimed) | 7/17/03 | | Tonopah, NV |
| | MG, Single | Distance Triangle | 626.65 mi |
| S. Foat | 8/24/03 | NV (Bishop originated) | |
| | Standard | Speed, O&R, 300Km | 74.00 mph |
| Steve Fossett & Terry Delore | 7/29/03 | | National (Origin: Ely, NV) |
| | MG, Multi | Speed, 750Km, Triangle | 106.5 mph |
| | 7/31/03 | National (Origin: Ely, NV) | |
| | MG, Multi | Speed, 1250 Km Triangle | 89.1 mph |
| | 7/17/03 | National (Origin:Minden, NV) | |
| | MG, Multi | Speed, O&R, 750Km | 99.19 mph |
| S. Franke | 7/2/03 | Ely, NV | |
| | Standard | Speed Triangle, 300 Km | 86.93 mph |
| D. Gonzales | 7/29/03 | Ely, NV | |
| | 15 Meter | Speed, O&R, 300 Km | 93.68 mph |
| T. Kreyche | 7/29/03 | Ely, NV | |
| | Open, Single | Speed Triangle, 1000 Km | 88.91 mph |
| | Open, Single | Distance Triangle | 652.67 mi. |
| | 15 Meter | Speed Triangle, 1000 Km | 88.91 mph |
| | 15 Meter | Distance Triangle | 652.67 mi. |
| | 15 Meter | Distance (2,3 TP), Free | 652.67 mi |
| Debbie Kutch & Al Martini | 7/23/03 | | Ely, NV; National |
| | MG Multi | Speed Triangle, 500 Km | 67.97 mph |
| | MG Multi | Distance Triangle | 324.99 mi |
| Linda Monahan | 7/17/03 | ASI, NV | |
| | Fem.- Open Solo | | Speed, O&R, 300 Km |
| 42.08 mph | | | |
| M. Parker | 7/17/03 | Tonopah, NV ; National | |
| | MG, Single | Speed Triangle, 1000 Km | 76.1 mph |
| Robert Semans | 6/28/03 | Minden, NV | |
| | Open, Single | Distance, O&R, Free | 476.22 mi. |
| | 7/17/03 | Minden, NV | |
| | Open, Single | Distance, Straight Goal | 387.01 mi. |
| | 15 Meter | Distance, Straight Goal | 387.01 mi |
| | 15 Meter | Distance, Straight Free | 387.01 mi. |

2003 PASCO Awards Banquet

Service Award
Exceptional Service Doug Donohue Creating SSA State Record Website

Contest Winners

15M Rick Indrebo Avenal
 Marc Ramsey Minden

Open Class JJ Sinclair/JJ Sinclair Jr. Avenal
 Dale Bush Montague

Sports Class Jim Gager Air Sailing

Standard Roy Cundiff Avenal
 Peter Deane Minden

Distance Awards

Longest Silver Hal Chouinard 141 SM

Longest Distance Sergio Colacevich 663 SM (623 HC)

Longest Out and Ret. Sergio Colacevich 472 SM (443 HC)

Six Longest Flights Submitted:

| | | Statute Miles | Handicap Miles | |
|-------------------|--------------|---------------|----------------|-------------------------------------------------------|
| Sergio Colaevich | Discus | 663 | 623 | Truckee, Kawich Peak, Lamoille, ASI. |
| Ramy Yanetz | LS4a | 582 | 553 | Minden, Cerro Gordo, Hudson Dry Lake, |
| Robert Seamans | Ventus 2c/18 | 513 | 444 | Bismark Pk, Pk 9690, Toiyabe Range Pk, Bismark Pk. |
| Sergio Colacevich | Discus | 472 | 443 | Truckee to south of Cerro Gordo & Return |
| Yully Gerchikov | ASW-20 | 477 | 431 | Truckee to Malpaise & Return |
| Jim Hayes | L-13 Blanik | 295 | 430 | ASI, Mt. Whitney, Bishop |

And the question is... And the answer is... And the winner is...

by Bernald S. Smith

Anybody know the answers to these questions?

1: Name of (well-known at the time and later) old-timer known for flying (launching) off Mt. Diablo; 2: Name of gliding location along coast of/near SF (well-known at the time); 3: Names of four well-known sites in what is now Fremont which had gliding; operations; 4: Name of site prior to Calistoga in North bay which was not Napa Airport which had gliding operations 5: Name of well-known person, and year of first flight, who glided in Hayward and what food animals were raised 6: Name of organization in PASCO area written up in very, early issue of SOARING, and what issue that was; 7: Name of a PASCO area soaring site, owner and glider with similar name to site; 8: What was the year of the first diamond flight from the Bay Area, the pilot and

which diamond and destination if distance flight or altitude if altitude flight; 9: Name of person who set up meeting which led to the formation of PASCO and where was the meeting held?

The first person to supply correct (according to me!) answers to all the questions will be awarded a significant prize, e.g. dinner at Taco Bell, or maybe Papillon or Jacks, or one dollar. The answers must be on my computer no later than 20Feb04, either by email at bernaldd@juggernaut.com or call 510.656.0434.

Most PASCO members are eligible (I decide) but because he's so smart, Carl Herold will be judged in a separate BS001 handicap. A consolation prize will be awarded to a respondent who supplies the most correct answers without answering everything correctly, whether or not there is a winner who supplies all correct answers. That con-

solation prize may be a round trip ticket on a glider or 50 cents or something appropriate. Multiple answers to each question are acceptable, if you don't know and are trying to guess, but not more than 2 answers/question! Only one person per submission is eligible for the prize.

This is not a lottery! Nor a scam! If you look upon it as spam, that won't be the first time my meanderings have been accorded such an elevated status. In case of a tie, (correct answers arriving at the same time) duplicate prizes will be awarded. Judging decision(s) are the sole purview of me (ok, and my wife) and, by reason of entry, entrant shall accept that they are deemed unchangeable. Entrants, by reason of entry, shall also deem all this acceptable to this exercise. If this offends anyone, I'm sorry. With luck, some day you'll be old, too some-day!

A Revelation To A Dozen Glider Pilots

by Carl Herold

Long time soaring pilot and PASCO member, Thomas K. Jona, passed away on July 9, 2003, following a long illness. Tom was born in Hungary on December 28, 1927, and fled with his family and others to the United States as a result of the 1956 Hungarian revolution. The family has asked that donations in memory of Tom be made to plant a tree at Air Sailing Gliderport (c/o Ms Terry Duncan, 4319 Verdigris Circle, San Jose, CA 95134). Tom's ashes will be placed to eternal rest in his hometown of Debrecen, Hungary.

Tom Jona is survived by his wife of 23 years, Ann Matrai Jona, two daughters, and five grandchildren. Tom was a member of the American Institute of Architects. He practiced his skills in Europe and in America, designing schools, churches, apartment houses, ski resorts, and office buildings.

Tom developed a passion for fly-

ing model planes and sailplanes in his early teens in his native Hungary. Tom became an enthusiastic glider pilot as a member of the SSA, AIR SAILING, Inc (1971), Northern California Soaring Association (NCSA), and PASCO (1969).

During his long months of suffering, Tom showed breathtaking dignity, courage and spirit. I agree with his wife Ann that "He will be remembered as an independent, free spirited, creative, generous, gracious gentleman, whose unique wit and wisdom will be greatly missed."

Tom would phone me about every other week with questions and opinions on soaring issues of the time. We would usually end our conversation on other topics. Tom continued calling me until about two weeks before he passed away. He was a very gentle, polite and an inquisitive friend. I cherished our friendship.

I drove to Tom's Memorial service in San Jose to pay my respects to my friend of more than 30 years. At the Memorial service I sat next to Walter Cannon and his wife Irene. Walter and I have been close friends for over 40 years. After the service, we lined up for cookies and coffee. As the line moved, Walter mentioned that for years Tom called him regularly every two weeks to discuss soaring issues and medical topics. I

shared this comment with Ann, Tom's wife, and told her that Tom had regularly called Walter and me for the past 30 years. She replied that he had a long list of people he regularly called.

I talked to Mike Green, who said Tom called him once a month for many years, discussing soaring and physics. Mike Schneider said he was called about once every month for years. Seven other glider pilots disclosed that they received frequent calls from Tom.

Glider pilot Les Benis was a close friend of Tom's from childhood. Les and Tom escaped from Hungary together with their families. When I approached Les to see if he had been called, Les said Tom called him at least every week, sometimes every other day or daily. His close Hungarian friends said he called them almost every day.

Incredibly, we glider pilots never realized that we (as well as many others) were all being called regularly for 30 years or more, networked together by our mutual friend, Tom Jona.

Many escaped Hungarian glider pilots started to fly gliders at Les Arnold's Sky Sailing gliderport in Fremont, California and in Southern California.

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Region 11 Clubs in the On-Line- Contest (OLC)

Our region was well represented in the 2003 US On-Line-Contest; Ramy Yanetz and Bob Semans finishing 3rd and 4th in the individual standings (with Al McDonald in 6th) Congratulations!!

Minden Soaring Club finished 5th and Hollister Gliding Club finished 6th out of 41 clubs participating in the contest. Hollister pilots flew a total of 11,976KM in 32 flights (averaging 374Km per flight). Only 4 pilots participated, with the majority of the flights submitted by Ramy Yanetz and Brian Choate. Brian, flying a DG300 and who just started flying cross country the previous year, managed to set all the straight out records from Hollister, with flights to Truckee, Williams and Palm Springs! Ramy, flying an LS4, finished in the 2nd and 3rd place with a total of 11,946Km in 30 flights (averaging 398Km per flight).

The Online Contest (OLC) is a world wide computer scored glider contest. It is very easy to enter and encourage cross country soaring. No declarations, forms, turnpoints, witnesses or observers required. Flights are scored automatically on a handicap basis.

Scoring is based on total distance flown, not speed. There is no entry fee. To view the results, visit <http://www.onlinecontest.org>, click on the Aerokurier Online-Contest tab then

click on USA. Scores are posted daily throughout the contest year, which begins in October. Pilots can be compared by total points, best single flight, or for their standing based on their six best flights. Clubs are compared by their total points scored. Every flight trace can be viewed and the igc file can be downloaded. To participate, make sure you are in the USA page, click on the contest registration tab and fill up the form.

Flights are submitted online in igc format and must be submitted by midnight of the Tuesday following the flight. Flights submitted later are

rejected. The igc file must be valid. Secure Data Logger is recommended but not required. These are the only requirements.

The easiest way to submit a flight is by using SeeYou or Strepla software. You can also upload the igc file directly to the web site. No paperwork or other calculations are required, and this is the beauty of it. Using

SeeYou all is needed to do is to click edit, optimize and submit. Make sure to submit to OLC- United States, and not International. Once you submit a flight, it is immediately scored and displayed on the web site.

The 2004 contest has already started Compare yourself with some of the world's best soaring pilots. Learn from evaluating the flights posted. I encourage everyone who flies to enter. With the proliferation of club oriented race and x-c series in the region this year, we should see other clubs in the region represented as well. Participation in this contest will encourage cross-country soaring at your gliderport. It's easy to enter. It's free. And it's fun!
Ramy Yanetz



BASA 2004 Wave Camp

BASA 2004 Wave Camp is approaching fast, so the time has come to start working on preparations.

Currently the planning is as follows:

Saturday, April 24th

*Assemble at Minden,
start Wave Camp*

Sunday April 25 - Friday April 30

Wave Camp

Saturday, May 1

End Wave Camp, disassemble gliders

For more information, contact this year's Wavecamp Chairman: Hans Van Weersch at 408 568 2198 or email vweersch@aol.com

High Altitude chamber ride

Before starting your wave experience, it is always advisable to participate in an Aerospace Fysiology Training (AKA Chamber Ride). You must have a Class 3 medical before taking the chamber ride, and 2 forms of ID (e.g. CA/DL and your pilot's license). You can go to the following site to find the nearest AME for the Class 3 cert: <http://ame.cami.jccbi.gov/search.asp>

Personal arrangements need to be made with the organising Airforce base directly. Our closest opportunity is at Beale Airforce Base, north of Sacramento. Early registration is required since space is limited. As these chamber rides fill up quickly, if you still need this ride before wave camp, you should act very quickly.

It is administered by the FAA out of Oklahoma but run by the Air Force.

http://www.cami.jccbi.gov/aam-400/phys_intro.htm The closest base is Beale AFB 40 miles north of Sacramento. (405) 954-4837. The class (at Beale) starts at 7am to 4:30pm. Be certain to allow enough time to clear security at the base.

A Letter to PASCO Members

Dear Region 11 Movers & Shakers,

In recent years there have been "PASCO league like" events occurring at various FBOs. Hollister started the Hollister League last year, Sergio has been declaring informal A, B, & C tasks on weekends at Truckee, and this year the Valley Soaring Association will be hosting a racing series at Williams, and Crazy Creek are initiating a monthly cross-country day and BBQ event. These, combined with the beginner friendly Avenal contest, results in a lot of current venues to nurture pilots interested in assigned tasks and racing.

The PASCO League was originally started to fill a niche that was not addressed at the time, ie semi-formal infrastructure for cross-country soaring mentoring and skill improvement.

With FBO's and clubs now introducing their own events, and the current need to streamline and coordinate the number of regional events we hold, we are planning on modifying the theme of the PASCO League this year to an inter-club championship with a single winner-takes-all event held over the Labor Day weekend (ie a 3 day event)

We would want to hold the championship contest at as close to neutral territory as practical, so we are suggesting Minden. Most of the pilots in the region have either flown out of Minden, or are familiar with the soaring area so the homefield advantage should be minimized. There is plenty of local accommodation available and the airport infrastructure can handle the increased weekend load with some advanced planning.

We see it as a fun end of season event that also will help give the local pilots and clubs extra incentive to develop their cross country skills at the FBO's own race series or league events earlier in the season. It removes potential conflict between the current PASCO league setup and the desires of the FBO's to promote regular cross country flying at their own sites. Our vision is for a team based inter-club championships at the end of each season; this should not take any significant business away from any FBO and provide an environment for good natured rivalry between sites that will also help drive identity and community at each club and FBO.

We are looking for your respective input and comments on this idea.

Please get back to us at peter.deane@sbcglobal.net so we can evaluate interest in this and organize accordingly. Jim and I are already signed up to CD & score the weekend if we go ahead with this.

Kind Regards

Jim Alton

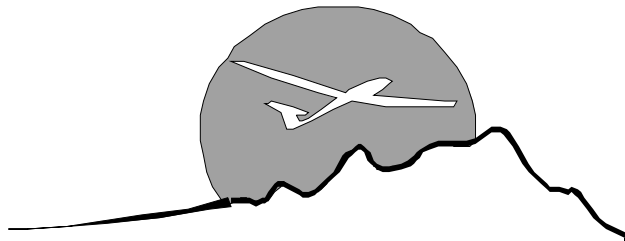
Peter Deane

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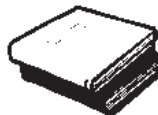
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SOARING WEATHER WEB-URL SITES

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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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

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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