

JULY 2004



e-WESTWIND



Jim Darke and Key Dismukes near Williams; A Beautiful Photo by Peter Kelly

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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.

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PASCO Board Meetings; Every 2nd Monday of the month 7pm, San Jose Jet Center

(off Coleman Av, west side of San Jose airport)

Contact Marc Ramsey (marc@ranlog.com) for details and directions.

Members welcome; please tell us you're coming.

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
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, lvsoar@vegasnet.net	702 -874-1010
Mt. Diablo Soaring, Inc.	Rolf Peterson, Flt. Instructor rolfpete@aol.com	925 447-5620
Northern California Soaring Ass'n (NCSA)	Byron Airport, Byron, CA.	925- 516-7503
Owens Valley Soaring,	Westridge Rd., Rt 2, Bishop, CA 93514	619-387-2673
Hollister Gliding Club,	Hollister Airport – Hollister California, info@soarhollister.com	831-636-3799, 831-636-7705
Soar Minden	Minden-Tahoe Airport, P.O. Box 1764, Minden, NV 89423,	800-345-7627 775-782 7627
Soar Truckee, Inc.,	Truckee Airport, P.O. Box 2657 CA 96160,	530-587-6702
Williams Soaring Center	Williams GliderPort 2668 Husted Road, Williams, CA 95987 http://www.williamssoaring.com/	530-473-5600

REGION 11 CLUBS & ASSOCIATIONS

Air Sailing, Inc. Airport	Air Sailing Glider port, NV	David Volkmann	775-787-3197
Bay Area Soaring Associates (BASA) -	Hollister Airport, Hollister, CA;	Stan Davies,	408- 238-2880
Central California Soaring Club	Avenal Gliderport, Avenal, CA.	Mario Crosina,	559 251-7933.
Crazy Creek Soaring Society (CCSS)	Crazy Creek Gliderport, Middletown, CA..	Roger Archey,	415 924-2424
Las Vegas Valley Soaring Association	Jean Airport, NV, P.O.Box 19902, Jean, NV 89019,		702-874-1420
Minden Soaring Club	P.O. Box 361, Minden, NV 89423		
Mount Shasta Soaring Center	Siskiyou County Airport, Montague, CA	Gary Kemp,	530-934-2484
Nevada Soaring Association (NSA) -	Air Sailing Gliderport, NV.	Vern Frye	775 825-1125
Northern California Soaring Association (NCSA)	Byron Airport, Byron, CA.	Mike Schneider	925 426-1412
Silverado Soaring Association	Crazy Creek, Truckee, etc, 739 Pepper Dr. San Bruno, CA 94066;	Paul Wapensky WapenskyPJ@mfr.usmc.mil	650-873-4341
Valley Soaring Association (VSA) -	Williams Glider Port 2668 Husted Road, Williams, CA	Peter Kelly	707 448-6422

WORLD WIDE WEB ADDRESSES - REGION 11

Soaring Society of America Pacific Soaring Council Air Sailing Inc. Jim and Jackie Payne - FAI Badge Page Bay Area Soaring Associates Central California Soaring Club CRAZY CREEK SOARING SOCIETY (CCSS). LAS VEGAS SOARING CENTER Minden Soaring Club Mount Shasta Soaring Center Northern California Soaring Assoc. PALOMINO VALLEY SOARING RENO SOARING FORECAST Silverado Soaring, Inc. SOAR HOLLISTER Williams Soaring Center Valley Soaring Association	http://www.ssa.org http://www.pacificsoaring.org http://www.airsailing.org http://home.aol.com/JPAviation http://www.flybasa.org http://www.soaravenal.com http://crazycreekglders.com http://www.lasvegassoaring.com http://www.mindensoaringclub.org http://www.craggyaero.com/mssc/ http://www.norcalsoaring.org/ http://www.soar-palomino.com http://nimbo.wrh.noaa.gov/Reno/rnosaforno.htm http://www.silveradosoaring.org/ http://www.soarhollister.com/ http://www.williamssoaring.com/ http://www.sonic.net/~pjkelly/vsa.html
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REGION 11 EVENT CALENDAR 2004

Date	Annual Events	Location	Contact	Phone	URL
Apr 24 to May 1	BASA Wave Camp	Minden NV	Hans Van Weersch	408 568 2198	vweersch@aol.com
Apr29 to May2	Avenal Spring Contest	Avenal, CA	Mario Crosina	559-251-2880	www.soaravenal.com
May 24-28	Airsailing Thermaling Camp	AirSailing, NV	Rolf Peterson	925-447-5620	rolfpete@aol.com
May 30-Jun4	AirSailing Cross-Country Camp	AirSailing NV	Dick Horn	408-737-7887	dhorn15@comcast.net
	AirSailing Sports Class	AirSailing NV	David Volkmann	775-787-3197	www.airsailing.org
Jun 7-12	Region 11 Championships (Std, 15m, Open)	Minden NV	JJ Sinclair	-	jjglider@aol.com
Labor Day Weekend	PASCO Inter-Club Championships (PASCO League rules)	TBA	Jim Alton	-	jim.alton@sbc.com

Date	Regular Regional Events	Location	Contact	Phone	URL
Starting in April		Crazy Creek Soaring		707-987-9112	www.crazycreekglders.com
Every other Sat. Mar13 to Oct 9	VSA Race Series	Williams Soaring Center	Rex Mayes	530-473-5600	www.williamssoaring.com
TB announced	Hollister League	Hollister Gliding Club	Drew Pearce	831-636-3799	www.soarhollister.com

Date	National Events	Location	Contact	Phone	URL
May 18-27	USA 15-Meter Nationals	Mifflin PA	Karl Striedieck	814-237-7996	www.ssa.org
Jun 15-24	USA Sports Class Nationals	Ionia MI	Benz Aviation	616-527-9070	www.ssa.org
Jul 20-29	USA Standard Class Nationals	Hobbs NM	Bob Dittert	505-392-7449	www.nationalsoaring.org
Aug 10-19	USA Open & 18m Nationals	Uvalde TX	Kerry Huffstutler	830-278-4481	www.ssa.org

Editorial

Greetings fellow soaring enthusiasts!

This editorial is being written on a 737 heading north over Crazy Creek. It is mid week and unreasonably early in the morning and below me is the vista of Clear Lake and Napa Valley, Hope Valley to the south and a cloudy marine layer out to the west. Sitting here at 35000 feet lends one to a

higher level perspective, and that is what I'd like to share a few thoughts with you all this issue.

Our soaring movement has had some important changes in the past few years, both nationally and locally. Technology has marched on a few years, the economy is starting to pick up again after a seemingly interminable stall (pun intended) and we have some new folks on the board at PASCO and many new members of the local soaring community. In the last issue, I was very happy to

report the number of recent solos and licenses put out by the FBO's and clubs and this bodes very well for our sport. More new pilots means more business for the FBO's, stronger events, a larger community and a healthier movement with the critical mass to remain viable. But we have to keep the flow coming.

Back at the ranch, PASCO volunteers have been busy reviewing and revamping PASCO's role and charter. The essential summary is that PASCO continues to support and promote the development of all soaring pilots at all levels, with activities ranging from sponsored competition to our traditional annual soaring seminars, youth soaring sponsorship and regional awards, **and now has the key additional goal of promoting soaring to the non-soaring public in the region.** This is a critical issue for the long term health of soaring.

So what does this mean to our traditional activities? To the existing activities aimed at our existing soaring pilots, there is essentially no change. The promotional goal means an increase in PASCO's efforts to improve the awareness of soaring to the aviation minded public, and then to provide informational resources that can help direct them to our local clubs and FBO's. While this focus is tremendously important for soaring in our region, it is a long term activity and needs to be developed over time. There is no quick easy fix and public awareness is not generated overnight. It is also important to recognize the limits to what we might achieve; we will find it difficult to measure the effectiveness of what we do, particularly in the short term. We will also never be able to counteract the influence of the general economy on the health of our sport but we can, over time, develop a mechanism and process for promoting soaring that will help bring in new people to our community and thus improve the viability and vigor of our movement.

The most difficult thing about doing all this of course, is that it is work, lots of it, and it is work which does not involve the indulgence of flying ourselves. It requires folks giving up their valuable spare time when they could be flying, to promote our sport and share it with the public. I do believe that **we get the soaring movement we deserve** and the recent hard times have shown us that our local clubs and FBO's can only benefit from a wider movement to promote soaring and direct interested individuals to their local soaring organizations.

PASCO's current efforts are focused on revamping our communications through our newsletter and web site, and from this foundation, to gradually increase our promotional activities while maintaining our current role in supporting the existing pilot base. Of course we need a **plan for**

promoting regional soaring and this will be covered in a future newsletter.

One of the reasons I support PASCO with my own limited volunteer time is that it helps reinforce a sense of community in the region through communications, sponsored activities and awards as well as a (soon to be updated) website. We are now supplementing the communications role by providing a channel for information to and from our local SSA directors per our new 'Directors Corner', as well as a dialog forum on the new website.

There are many ways that our members can help support PASCO. One terrific way is simply by receiving WestWind in electronic form; this alone saves us about \$2 per copy per issue. If everyone received WestWind electronically, for example, PASCO would have anywhere from \$5000 to \$8000 more each year to spend on promotional activities, not to mention the reduction in volunteer workload of printing and mailing.

Another great thing you can do is to promote soaring to your local flying, hang-glider and model aircraft clubs; presentations at local club evening events are fun to do and generate a lot of interest. PASCO can help with promotional material if you're interested in doing this. Periodic presentations to interested audiences are a great way to be an ambassador for the sport. If you would like to get some support in the form of ideas or promotional materials, you can contact Ginny Farnsworth (our Marketing Chairperson) at the address, phone, and email on the contact pages of this magazine.

In addition, you can encourage membership in PASCO and the SSA to new club members or new pilots at your site; both represent excellent value for their dollar and give a broader perspective on soaring at a regional and national level.

Finally, a quick preface to the contents of this months rag. I have included some great press we received for our Regionals and some super flight articles and SSA presidents visit to Minden. The magazine is somewhat larger than I had originally intended largely due to the number of high quality images that are included, however I came down on the side of leaving them in despite the slightly longer download time. Lastly, I included some colorful input this issue because, well, it was colorful.

Until next time..... *Peter Deane*

PASCO Board Minutes;
(Ginny Farnsworth)

PASCO Minutes of May Meeting

In attendance: Marc Ramsey, Jim Alton, Ginny Farnsworth, Bernald Smith, Karol Hines.

Topic – April minutes – Action: approved and seconded.

Topic – PASCO League Contest at Minden, end of season. Discussion: Would pilots flying local contests be interested in an end of the season meet? Action: Jim Alton to explore pilot interest level.

Topic – Badges and Records. Discussion: Karol reports that Dennis Wright will be in Minden on June 25th, and available to discuss any SSA related issues. Action: Publicize in WestWind

Topic – PASCO Egg Discussion: How did it get to Cal City, and how will it be returned? Action: Marc to F/U

Topic – Marketing; recruitment of new members Discussion: Link sites to hang gliding and paragliding web sites. Invite HG and PG pilots to the educational seminar this year. Get membership applications to new pilots and experienced pilots not currently PASCO members. Offer free on-line newsletter with 6 month free trial membership to new pilots. Get newly soloed and newly licensed pilots names from clubs and FBO's publish in WestWind

Actions: Ginny to work on getting links to Brian Choate and Peter Deane, Publicize Safety Seminar to other gliding communities, contact Ty about tracking new members, post membership advantages and application info on electronic pilot discussion groups. More discussion needed on 6 month free membership. Peter and Ginny to get new pilots list compiled and published.

Topic – Banquet Discussion: Bernald presented some options for the Lawrence Hall of science in Berkeley. Advantages of location would be the museum as an attraction for pilots and families. Need to explore banquet options if the seminar is held here. Budget considerations discussed. Action: Bernald to F/U with caterer's quotes vs. restaurant options.

Topic Banquet Speaker. Discussion: Good speaker on interesting topic is attraction for attendance at the awards banquet. Action: Marc and Bernald to brainstorm options and contact some potential speakers.

Topic – Better publicity on local and on-line contests. Discussion:

PASCO Minutes, April 12, 2004

These are the notes I took at the last meeting, which was deemed to be a "quorum" rather than an official meeting, due to lack of attendance by board members (I think).

Action 1 – find new board members; contact Al McDonald, Tony Sabino (Minden) Try to recruit Peter (who is doing most of the work anyway) Also contact Leo Montagne and Bruce Roberts as potential members. F/U by Marc and Karol

Action 2 – Find new WestWind editor. Suggestion to establish # of hours needed monthly to devote to publishing newsletter, establish qualifications for editor. F/U by Marc.

Action 3 – Banquet organization; Back to Dublin? Cost is a serious consideration, as is centrality of location. Marc to explore hotel options in Dublin area; Ginny to explore Western Aerospace Museum as option, Bernal to explore Lawrence Livermore Hall of Science. Considerations are facilities, prices, catering, lecture hall availability.

Action 4 - Avenal Situation; Legal advice – is Tom Latham a resource? Ginny to contact Tom, get his phone # to Karol.

Action 5 – Welcome Pilot packages; Ginny to send compiled packages to Hans for distribution to BASA, Hollister, Minden, Truckee.

Action 6 -Online Printing of Westwind; discuss options at next meeting

Action 7 – Invoice advertisers in Westwind – Hans and Ginny to review issues of Westwind over 2 years and get this info to Karol.

Action 8 – Pasco Egg. Rules approved

Action 9 – Safety Officer position open – is Peter Kelly a potential candidate for this position? Discussion

SSA Update for Region 11; Karol Hines

When asked to write a short article to inform the SSA members in Region 11 about what the SSA is up to, I felt pretty overwhelmed. As you know, leadership of the SSA, both in Hobbs and on the Board of Directors, has gone through major changes during the past year. While transitions such as these do take time, we are starting to see some very positive results from the direction of the new leadership.

A top priority of the new leaders, Dennis Wright as Executive Director and Dean Carswell as Chairman, has been to improve communications. Some of the tangible results of this initiative have been:

- **weekly messages to Regional Directors**, State Governors, State Record Keepers and other committee members from the Executive Committee and Dennis;
- **total redesign of format and content of Soaring** magazine
- establish a panel of contributing editors, composed of SSA members, to ensure that Soaring continues to publish information that meets the needs of the membership
- **bring the management of the web site into the office at Hobbs** - we now have a web master
- **redesign the SSA web site** to be an asset to the society and the members - underway with changes already beginning to be seen
- **a new membership e-newsletter** has been designed and will be published as soon as the web site is ready

The Executive Committee and most of the Regional Directors agreed that we could all be doing a better job of serving the community. **Many Regional Directors did nothing more than show up at the board meetings.** So, each Director was required to join or chair a committee and become active or find a replacement. In addition, the committee structure was examined. Inactive committees have been terminated or merged with other committees.

All committees have, or are in the process of developing, charters and plans. Check out the progress of this work on the SSA web site.

Other projects that have been completed or are underway:

- **Project based budgeting** and financial reporting has been implemented - now we can tell what projects are costing and which ones are giving us the best return
- **A new strategic plan** has been prepared for review by the board - this one includes an action plan as well
- **New pins have been created** and distributed to the 20 year and Lifetime SSA members to acknowledge their long standing commitment to the Society and the Sport of Soaring.
- A program has been announced to reward members who expand the society by bringing in new members. Look for the details on the program, **Member get a Member**, in Soaring and on the SSA web site (www.SSA.org).

There are many more projects underway and I am sure that I have missed reporting some of the other accomplishments over the past year. Look for further information from **John Volkober** and me in future issues of West Wind and on the PASCO web site (www.pacificsoaring.org). In the meantime, please give either of us a call if you have questions, comments or just want to chat. You can find our contact information in the inside cover of this issue.

<p style="text-align: center;">If it flies, we have the avionics for it! <u>Sales & Service</u></p> <p style="text-align: center;">KING • COLLINS • NARCO • BENDIX EDO-AIR • GENAVE • ASTRONAUTICS</p> <div style="text-align: center;">  </div> <p style="text-align: center;">"SERVING GENERAL AVIATION SINCE 1971" <i>Darrel A. Strachan, President • Debra K. Phillips, Office Manager</i></p> <p style="text-align: center;">1250 Aviation Ave., Suite 110 • San Jose, CA 95110 • (408) 295-4144</p>	<p style="text-align: center;">Barograph Calibration Service</p> <p style="text-align: center;"><i>SSA Approved Facility</i></p> <p style="text-align: center;">Calibration</p> <p style="text-align: center;">\$25 if you hand deliver, or mail & pickup in person \$35 plus UPS insured for mechanical Baros \$40 for Electronic Barographs, EW, XYLON, GPS Navigators: Cambridge, Filser, Volkslogger, etc. Will Calibrate as you wait (1.5 Hr) by appointment</p> <p style="text-align: center;">C.H. Engineering 1230 Riverberry Drive Reno, NV 89509 Phone / FAX (775) 786-8505 E-mail: cdherold@gbis.com</p>
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Congratulations NEW 2004 REGIONAL CHAMPIONS!!
(Results at the back of this issue; Minden and AirSailing comps)

Standard Class; David Greenhill
15m Class; Jim Indrebo
18m Class; Dick Van Grunsven

Open Class; Dale Bush
Sports Class; Jim Hamilton

In the News....

SSA Prez visits Minden (June 25th)

Dennis Wright is getting out and about, He visited Minden very recently and I have a report at the back of this issue.

Region 11 Championships held at Minden and AirSailing!

We have 5 new regional champions (see results at the back of this issue) and some press coverage; an article that appeared in the Reno Gazette-Journal about the **PASCO sponsored** Minden Regionals. **Steve Smith** was interviewed each morning on a local radio program to talk about the previous day's flight and the projection for the day.... All good publicity!! Many thanks to all the PASCO and MSC members who made this contest a reality. 33 pilots competed in 5 classes and 2 locations.

1000km Flights

Congratulations are in order for both Ramy Yanetz and Kempton Izuno for making 1000K flights in early July. Ramy did his out of Parowan while on the HGC Safari and Kempton did a straight out flight from Minden, NV. to Steamboat Springs, CO.

Near Miss at Slide Mountain...From the Hang Gliding Community.....

This report in courtesy of the Minden Soaring Club web site; it applies to Hang gliders but could so easily be a sailplane... I make no voucher for complete accuracy (I didn't check all the sources), but it is definitely Food for Thought. See PASCO's positional statement about transponders in this issue; a timely reminder...(Ed.)

.....The following information is for all hang glider and paraglider pilots who fly at Slide Mountain in Reno, NV. On May 1 of this year, American Airlines Flight #2538 had to take evasive action to avoid a midair with a hang glider after departing the Reno airport. The pilot of the B737 sighted the glider at 8,800' just over 3 miles south of the departure end of the runway and right on the centerline. After the pilot reported the near miss the tower had to begin rerouting numerous other aircraft to avoid the idiot who was thermaling in a very dangerous area. It turned out that there were actually a couple of hang gliders thermaling in that spot and they were seen and reported by the pilots of several planes as they maneuvered to stay clear of them. After the American Airlines flight landed in Chicago the pilot called the Reno tower to file the official report. Several of us local pilots were made aware of this incident when the local FAA officials started making

phone calls to us about it. They requested a meeting with us and on Tuesday June 15 we met them at the local FSDO to listen to the ATC tape, discuss the issue and spread the information to the flying community.

Regional Director Ray Leonard, Bob Petty, Dennis Harris, Bob O'Neil, and I were there to represent the local hang gliding community and we met with 3 of the FAA reps from the local FSDO. The tape made for some interesting listening and as someone who has worked and flown in the field of aviation for the past 27 years I can only say that it was very disturbing to hear.

The hang glider pilots were thermaling right in the departure corridor of a Class C airport as if they were alone in the sky. The tower personnel did a great job of ensuring that all traffic was rerouted after the initial report was made by the American Airlines pilot. The hang glider pilots in question either had no clue about how their careless actions were affecting the safety of the hundreds of people in those planes or they just didn't care.

Unfortunately, this was not the first occurrence of this airspace incursion. It's been overlooked in the past, but because of the reported near miss the FAA now has to take an official interest in the matter. In the past the airspace violation has usually been followed by pilots landing near the gun range east of town where the Class C airspace extends from 8,400' all the way down to the surface. We weren't able to verify if that happened in this instance.

The Feds will now be taking action against any further occurrences. Pilots will be fined, their equipment confiscated, and they will possibly be arrested. If fines don't work then the next step would be to have the launch closed. It will just take a call from the FAA to the highway department and we will be out of there. Forever. This is not something that will go away. As usual, it's the actions of a selfish few that have now caused problems for the rest of us and endangered our flying site. Those of us who attended the meeting with the Feds told them that we will be very happy to help them apprehend future violators. To help prevent further occurrences all pilots flying at Slide and McClellan need to adhere to two simple rules to keep themselves out of trouble. **First, do NOT fly north of the intersection of Hwy 395 and East Lake Blvd.** It is easily identified from the air by looking for the north end of Little Washoe Lake. The controlled airspace begins just north of there. There is never a legitimate excuse for airspace violations. Good situational awareness is a must for safe flying. **The second rule is DON'T loiter over the middle of Washoe Valley if you are above 10,000'.** That will put you right in the

flight path of the arriving and departing aircraft. If you find yourself climbing above that you should fly to either side of the valley and work the thermals there. If you decide to leave Slide from a high altitude and fly across the valley then you should fly

directly across and not stop to work lift until you are safely across the valley. It only takes a minimal effort to do things the right way and keep everyone flying

**A Safety Note from our Esteemed Prez.
(Marc Ramsey)**

By now, many of you have chance to think about Ruben Zelwer's tragic accident. I didn't know Ruben all that well, but we had had a few conversations here and there. He struck me as quiet and thoughtful, not the type to take chances, very much like so many of the other pilots I know around the area. I would like to express my personal condolences to his family and friends.

The NTSB will be making its report at some point, I will leave speculation as to the cause of the accident to them. What little I do know of the circumstances of the accident remind me of what I found to be the most difficult part of flying gliders (or any aircraft), understanding what my limitations are as a pilot.

For the first 100 hours or so of our flying careers, we're pretty much under the supervision of our friendly CFGs. They pretty much tell us what kind of glider we can fly, the conditions we can fly under, etc. After that we fly for a few hundred hours or so more under the loose supervision of a club or an FBO. They have rules about what you can fly and when you can fly it, so it tends to keep us out of trouble. Then, some of us go out and buy our own gliders, and suddenly, we're pretty much on our own. We have to set our own limits, decide what kind of glider we can buy and fly safely, decide when it's too rough or windy to fly, etc. This is the point where it is easy to slip into flying beyond our capabilities. This is also the point where it is easy to have a serious accident.

The solution I found when I was at this point in my career was listening. Listening to what others with more experience say about that glider I wanted to buy. Listening when others tell you that making that low pass was a really stupid idea. And most importantly, listening to myself when I would realize the flying conditions were a bit more squirrely than I could really deal with, and being willing to put the glider back in the box. There will be other gliders, other opportunities to show off my flying prowess, and other days to fly, as long as we don't make the mistake of not listening on the day it really matters.

Marc....

News from Crazy Creek (Ginny Farnsworth)

Crazy Creek Congratulates all the pilots who flew the Region 11 contest in Minden. We're particularly proud to announce as the regional champion, both our own FBO, **Jim Indrebo**, and **Rick Indrebo**, a much valued mentor to many of us fledgling x-c pilots at Crazy Creek, placing 1st and 3rd, respectively in the 15 meter class. Congratulations, guys, we're proud of you!

Crazy Creek continues to have X-C course flying every other weekend, aimed at the budding X-C pilot as well as more experienced pilots.

Next events are Sat/Sun, June 26, 27, July 10, 11, July 24, 25, Aug 7, 8, August 21, 22.

Please Contact Belinda at Crazy Creek on Monday or Friday to RSVP or for details. Contact # (707) 987-9112. Pilot's dinner – Pizza in town, or bring your dinner to cook on the grill after flying Saturday evenings. Check out the Crazy Creek Pilots Discussion group for details.

<http://groups.yahoo.com/group/CrazyCreek/>

News from Williams (Noelle Mayes)

New Solo's:

Gary Houser 1st solo & **Tom Cognian** soloed on his 14th Birthday ; congrats Tom & Gary! New Tow Pilot **Erik Ayles** is a graduate of Emery Riddle College.

VSA RACING SERIES

Race Days #9-13 on July 3, 17, 31 & Aug 14, 28

VSA Racing Series Results as of Race Day #8:

Open Class

Peter Kelly 3811 pts

Rex Mayes 2691 pts

15 Meter Class

Ray Gimmey 4000 pts

Bob Ireland 2618 pts

Pete Alexander 1620 pts

Luke Ashcraft 1389 pts

Peter Kelly 717 pts (15 M configuration)

John Volkober 376 pts

Additional information available on the web

<http://www.valleysoaring.net/race.htm>

Expedition to Montague July 21-28

CLUB NEWS

The Expedition from Williams to Montague is scheduled to happen July 21st to July 28th, 2004. It's a casual expedition - open to everyone. Only a few things are formally arranged. If you are planning to rent any of the equipment owned by Williams Soaring Center, then coordinate as necessary with **Noelle 530-473-5600**. Whether you have never participated in a contest, or have lots of experience contest flying, you will enjoy this casual environment. We talk about what we think the soaring will be like each morning. We agree on a few simple rules, reminding each other of safety considerations, we set the proposed task for the day, and launch as soon as we all think it is

time. The race begins at a predetermined time, with delays applied to the more experienced pilots. We report our progress in flight, and finish the race at some location that will allow pilots to fly elsewhere if they want to.

The Mount Shasta Soaring Club has improved the glider facilities, and is authorized by the county to assess fees for daily use at Siskiyou. They are nominal, and you will learn about them when you arrive. Tow planes, tiedowns, and oxygen are all available, if proper coordination is accomplished.

In 2003, there was a similar expedition, and you can read about that on the VSA Web Page <http://www.soaringnet.com>

One Thousand Miles in the Sierra Wave ***(Kempton Izuno)***



View south into the Carson Valley from 17,500 ft. above Reno on the second leg. 9:15am

Let me just say this: ***This cross country wave stuff is the coolest thing I've found in soaring in years.*** No circling (most of the time), you're not hot (I'd rather be cold) and the cloud scenery is spectacularly different. It's a whole new world of flight, plus you can cover a lot of ground fast.

Since my first major Sierra wave flight last year, I've felt that a 1,000 statute miles zig-zag flight is a reasonable goal. Only two other flights in the US have exceeded 1,000 miles: Karl Striedieck's in 1976 and Tom Knauff's in 1984. Both were out & return flight done on the East Coast Appalachian ridges. Inspired by the fleet of gliders in Argentina

flying 1,200 – 1,800 mile wave flights, I planned a task similar to my April 1, 2003 flight in the Sierra wave, but extending all legs. The flight would start from Minden, go north as far as I could, then south to Inyokern, north again as far as possible, then south to California City. Like last year, the gating factors in flight would be the snow moving in as the day progressed and the possible lack of wave indicators on the south end of the Sierra. Another factor was my health as the pollen season had come earlier and stronger than ever before, hitting me pretty hard. By coming to Minden a day early, I hoped to give myself some recovery time out of the Bay Area air. Fortunately, this worked and I was fine by the day of the flight.

Prepare and Wait

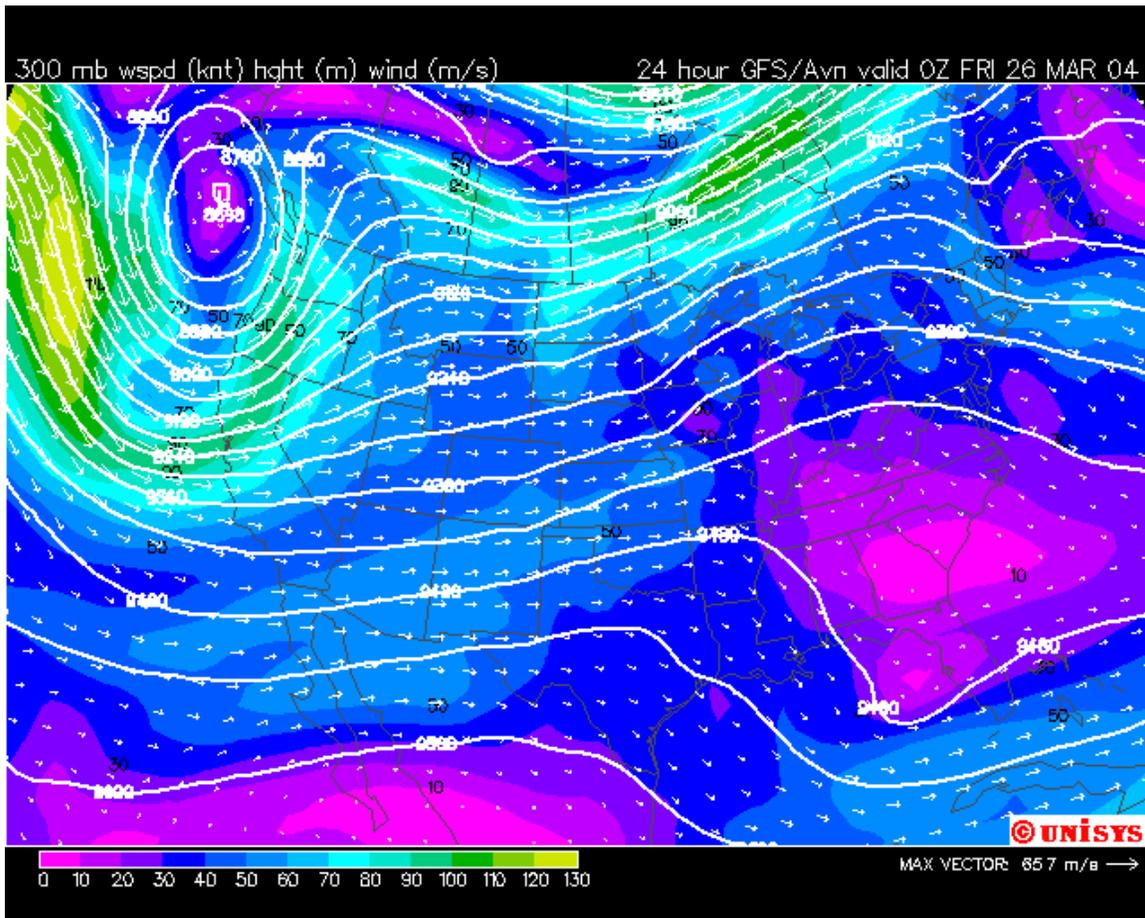
A 1,000 mile flight would take at least 12 hours averaging 85 mph or so. After all, last year I had to deal with losing the wave as well as the strong crosswind, so this seemed a reasonable average speed. Planning for such long flights, I added over the previous few months:

- Solar panels to compensate for the transponder drain and to eliminate manual ground charging
- A second oxygen tank to increase capacity to at least 14 hours

- Cold weather clothing, especially for my feet

I aimed to have the ship ready by March 1 as anytime earlier was both too cold and the days too short. Conversely, the typical Sierra wave season tends to trail off by early May. This pretty much leaves early March through late April as the long cross country Sierra wave season.

The forecast stayed consistent, with the wave always 7 days out for 3 weeks! This went on until March 19 when the forecast stabilized, indicating March 25 to be the day. This forecast proved accurate in spite of having just lost the Navy wave web site (highlighted in my previous wave article) as it was shut down on Feb 26, a victim of budget cuts. But to more than compensate, I began working with Doug Armstrong, retired from the Reno NOAA office and a long time soaring forecaster. Doug has studied the Sierra wave for decades and has found amongst other things, that wave wind thresholds of at least 65 knot winds at 30,000ft (300mb) and 25 knots at 700 mb (ridge top at Slide Mountain, just west of Reno) were needed. Isolated wave can be had with lighter winds, but experience tends to validate these as the minimums for systemic Sierra wave.

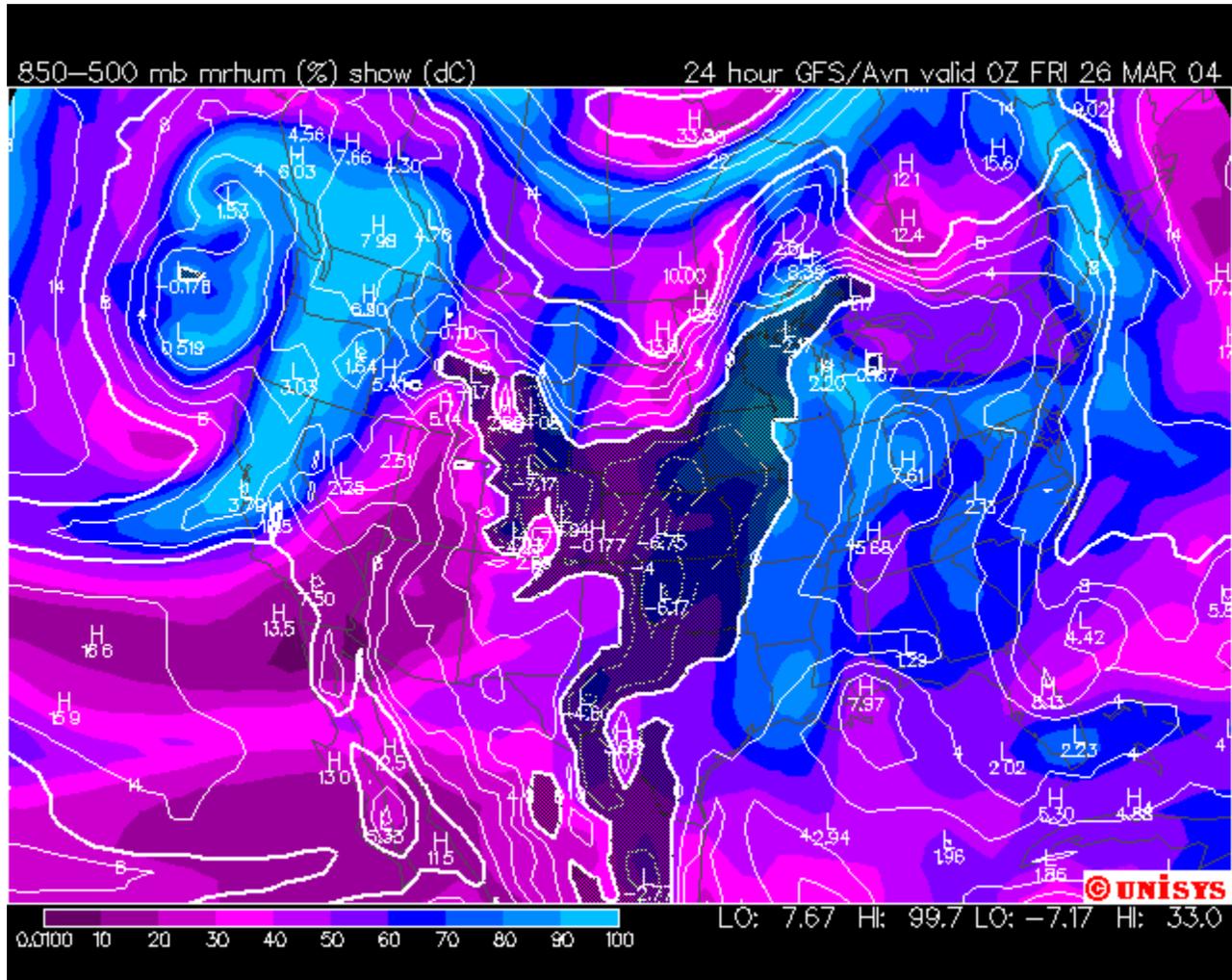


AVN 24 hour 300mb forecast for 4pm March 25

On the other hand, more wind is not better for two reasons. First, you must fly more into the wind to maintain track, thus reducing your speed on course. Second, if the jet stream is on top of you, the wave tends to be suppressed. So as this forecast materialized, it looked more and more like a near-ideal situation as the wind would be enough for systemic Sierra wave but not excessive.

Having a well marked path to eliminate guesswork would really boost my speed. Mark Navarre noted that since the vertical displacement of a parcel of air

in the Sierra wave is less than in a Sierra thermal, higher relative humidity (RH) is needed to produce lenticular and rotor clouds. Experience supports this, with a RH of at least 50% and up to 80-90% producing good size rotor and lenticular clouds without obscuring the ground. This RH can be tolerated while maintaining good visibility as most of the time in Sierra wave the air is lifted quite high while passing over the range such that most of the moisture is wrung out of the air by the time it spills down the lee side of the range.



AVN 24 hour RH forecast for 4pm March 25

One concern while undertaking this type of flying is the surface winds in case of a bail out. I asked Allen Silver how to handle 30-40 mph ground winds with a parachute. He looked at me and said the chances are real good that I'd die but not before a severe beating while being dragged through the desert. Then he thought about it a bit more and mentioned one desperate possibility, but basically said I should avoid getting into the situation in the first place. Good advice!

I had hoped for some company on this flight. Gordon Boettger and I had been corresponding to

discuss strategy and confirm the wave forecasts. Gordon lives in the Carson Valley area and is focused on downwind wave flights, but indicated he could be talked into a crosswind flight (Note: As of this writing, on April 15 Gordon flew a downwind wave flight of 700 miles from Minden to Steamboat Springs, CO in his Kestrel). I planned to at least launch with Gordon, but previous commitments pulled him away. Hugo Vifian of the Hollister club also was scheduled to join me in his DG-800 but had to bow out as well. A solo mission again.....

The Hours Before

This season I based my ship at Byron with the Northern California Soaring Association. Byron is well east of San Francisco and is 40 miles closer to Minden than from Hollister. This allows me to motor up to Minden on only one tank of gas (3.8 gal). My thanks to NCSA (my old club) for letting me base there for the season. Genese and our son Wes help launch me on Tuesday from Byron by walking my wing down the taxiway as the crosswind was pretty strong.

The flight up to Minden was straightforward with no lift until entering the Carson Valley. John Morgan, another ASH-26E owner, was flying about in the valley so I soared with him for awhile before heading in to land. John Morgan generously offered to house my ship in his spacious hangar while preparing for the flight. Wednesday was spent readying myself and the ship for what I hoped would be a big day. Part of the personal preparation routine is to eliminate solid foods for 24 hours beforehand, so it's chocolate Ensure for lunch, dinner and breakfast (yuck!).

A major psychological hurdle for me is to maintain focus and optimism in the 24 hours before a big flight. It can be easy to sow doubt with myself by asking, "Do we REALLY need to be doing this?" But that afternoon a lone, thin lenticular formed right over the airport, lifting spirits and energizing me. A good sign, I thought.

Zero Hour, March 25

Like ridge flying, wave flights aren't constrained by earth heating, so as soon as sunrise, you can launch. I'm up at 4:15am and driving to the airport by 5:10am. As I'm driving through Minden, the police pull me over for speeding. A plea that I'm late for a WORLD record try (not really...) at the airport secures my release. Whew!



Ready to go, 6:30am. Note lennies behind.

Sunrise is at 6:15am and I'm running late. Pete Williams and Tony Sabino (observing also) stop by at 6:30am to wish me well. Pete snaps some pictures while the lennies are just forming. Winds are pleasantly calm and I'm off by 6:46am. I can't find the wave and wind up losing an hour flitting about in the valley. Finally I get a good climb and head north at 8:15am. Winds at 17,000 ft. in Carson Valley are 239 at 55 knots. Things are picking up, however it's clear that when the wind is lighter, it's not working as well down lower. As I head north, the wind at altitude strengthens. At my first turn (Frenchman's Lake), the wind is 240 at 66 knots. I'm in a conservative mood and don't want to risk the 10 mile glide to the next clouds, so I turn south. In the past hour, the moisture has clearly increased and so the clouds have grown considerably (first page image). Since leaving the Carson Valley, my speed and confidence have really picked up. Soon I'm zipping into Topaz Valley, but unlike last year, only spend a few minutes there before moving onto the Bridgeport wave. Wow, I'm making some good time here!

Speed Soaring on Another Planet

It's during this part of the flight that I notice a subtle, but major difference from thermal soaring. When zooming along for hours level with, and often above lenticular and rotor clouds, and with cloud coverage >30%, I find myself looking only at the clouds, not the ground. After awhile, it's easy to forget where you are as your focus is on the clouds. You may see familiar lakes, mountains and towns, but it takes a moment to update your mental geographic reference and can be a bit disconcerting. I can think of no other activity where above and below you, the guide posts are non-earth references. Even in thermal soaring, you see the ground with little obstruction and look to the clouds ahead and above. In wave soaring, it's the clouds ahead and the clouds below. One could believe you are soaring on another planet as the scene is unique and unlike anything else I've experienced.

Rocketing Along

The flight routine quickly becomes 1) keep the nose down at 90-110 knots, and 2) stay in front of the clouds. In the Owens Valley the clouds disappear so that by Little Lake it's blue and winds are only 35 knots at 17,000 ft. I'm unsure if the wave died or I lost it, but either way, I turn around.

My greatest concern of the entire flight is the critical upwind transition from Bishop to Lee Vining and from Topaz Valley to Minden. Both of these turn out to be no problem (at least this time...).

By following the leading edge of the clouds, I'm always in lift zone. I can't explain how the wave lift can continue through a 60 degree turn, but that's

part of the mystery of this flying. When hurtling along, I don't have the luxury of too much analysis. If the lift is there, take it!

Now safely past Mammoth Lakes, I notice in the distance a HUGE lenticular that looks to be right over Minden. I call this a "beehive" lennie as it looks like the cartoon caricature of a beehive. Following the clouds on the east side of Topaz Valley, I get nearly directly downwind of the "beehive" cloud and then make the upwind run to come around its south side. There should be no sink on this run, but I'm pushing against a 60 knot headwind. Arriving at 12,500 ft., I'm relieved there was no sink and proceed to climb up the face while

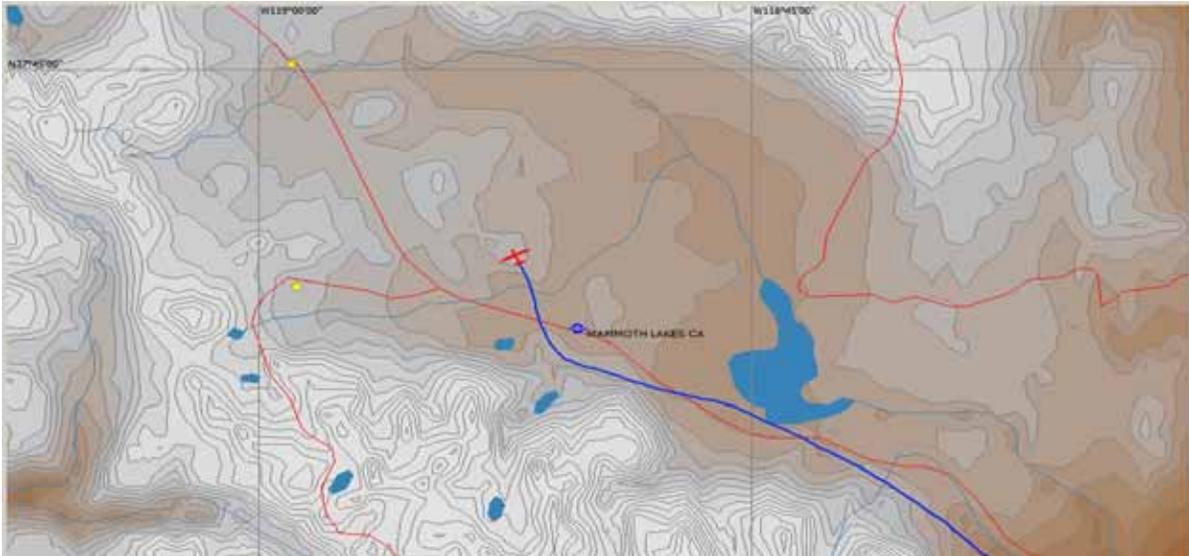
maintaining a groundspeed of 140 knots! The problem now is the Foehn gap closing at Minden. A cloud of snow is menacing over Lake Tahoe and I'm concerned about getting back in time to make it through. I turn at 1:55pm near Doyle (close to Herlong). While I could have gone on for another 30-40 miles, the Minden door was closing. You can see from the picture below how there appears to be a wall of snow and cloud on the ridge. This wall seemed to be slowly moving east closing the gap between it and the lenticular. I make it through the 3-4 mile wide Foehn gap with little time to spare. Updating Tony, I radio that I've covered 720 miles so far and am ok heading south.



Heading north out of the Carson Valley on the first leg. Note wind speed and cloud size

Once past the Minden lenticular, the wall of snow and cloud still menaces over the Sierras. Worse, the clouds that marked the Topaz Valley wave a little more than an hour ago are now gone. Instead there is snow haze everywhere. Time to switch to following my GPS track from the last pass through this area and hope the wave is still there. And it is! This gets me to south of Mt. Patterson where I can confidently head straight for the Bridgeport wave cloud contacting it at 15,000 ft. Around this time my feet are pretty cold and my pee bag is not working properly. I can only think of getting to Cal City as

quickly as possible. By the time I'm at Owens Dry Lake, clouds are in the valley all the way to Inyokern. Relieved to have visual assurance of reaching Inyokern at altitude, I know I can make Cal City. In retrospect, I could have kept going to Crystal Airport for another 40 miles but Cal City is a familiar airport with known people, lodging and food. At 4:45pm I arrive at Cal City with 12,000 ft. and fly over to Mojave to burn off altitude. On coming to a stop at the Cal City airport, Marty Eiler and Cindy Brickner greet me while I blurt out that I think I flew at least a 1500km flight, maybe more.



Screen shot from SeeYou showing my 60 degree right turn to follow the clouds at Mammoth Lakes airport.



View NW from just south of Mammoth Lakes Airport. I'm traveling right to left and am about to make the 60 deg. right turn illustrated in the SeeYou image above to stay in front of the clouds.

10.3 hours. So how did I do against my baseline plan? I underestimated my average speed by almost 50% . I was way off! Incidentally, I wasn't the only one going cross country that day in the Sierra wave. Although I did not hear them on the radio, two other pilots headed out. Charlie Hayes flew from Air Sailing to Inyokern in a

Grob 102. Bob Spielman flew from Minden to Hallelujah Junction, Walker, Herlong, and Washoe Lake in a 1-26 proving you don't need super glass to do some great wave cross country.



View from Mt. Patterson looking past Topaz Valley into the Carson Valley and the "beehive" lenticular.



View south from just west of Reno, last leg. Carson Valley is obscured by the snow haze over the Sierra

Later analysis shows the claimed distance for the US Motorglider 3TP distance at 1023.47 sm flown in 8.6 hours averaging 119 mph. Total flight time:

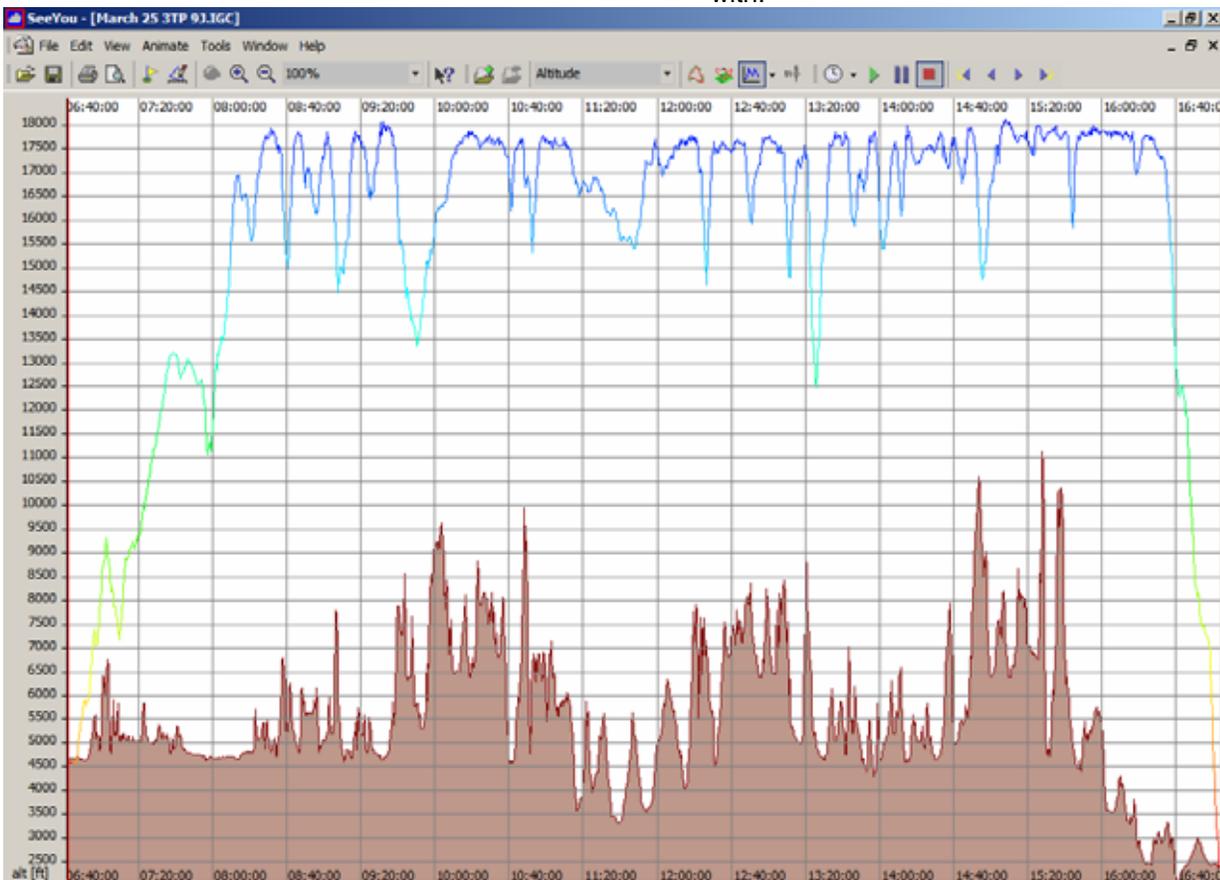
Post Flight

Overall, the flight was straightforward. I recall someone asking (I think) Karl Striedieck about how difficult it was to do one of his record flights. He replied something to the effect that the flight itself was not difficult, because if it had been, he wouldn't have been able to go as far as he did! I would have to agree. Comparing the altitude trace from this flight vs. last year's flight, I'd say last year the theme was "Stay close to 18K" whereas this year it was "Get Moving!" Several people have asked why this type of flight had not been done sooner in the Sierra Nevada. After all, gliders of similar performance to mine have been around since the late 1960's. Methinks the reason this type of flight was not done sooner are several:

- This is higher risk flying (cold, sink, cloud coverage, ground handling, etc.) than thermal soaring, so to venture off requires more planning and preparation.
- The opportunities to do so are far fewer than thermal flying, so it takes longer to accumulate experience.

- Until the early 1990's:
 - > There was no EDS oxygen system to reduce the oxygen storage volume needed.
 - > There was no GPS to allow retracing of my path nor to allow wind calculations.
 - > There was no free 3 turnpoint record category.
- There is no substantial written material on cross wind wave soaring.
- There was no major inspiration to fly cross wind wave until the New Zealanders flew 2000km, and of course more recently, the spectacular flights along the Andes.
- Recognizing the threshold wave forecast pattern as far out as possible.

For me, that's around 7-10 days out to discern the possibility, then commit at 4-5 days out. What has changed in the last ten years is the easily and widely available forecast maps and images on the Web such that non-weather professionals (such as myself) can collect the data and analyze it on our own, building our skills at our own pace. Still, it is a big advantage to have a professional meteorologist who's keen on soaring like Doug Armstrong, Dan Gudel or Walt Rogers to discuss your forecast with.



March 25 altitude trace from SeeYou

- Then one must rearrange their life to free up the time. This is the most difficult part for most people and eliminates 99.9% of those who are interested. I look at all the major distance record holders over the last 40 years and they all had a flexible work/life schedule to take advantage of super weather. Thus it is only recently that it was practical for the "average pilot" to even consider a flight like this, and even then it is a much more difficult and longer path to gain experience, and hence confidence, in this type of soaring. **My next goal is a 2000+km flight in the Sierras.** Days like this are not infrequent, so with luck this can be flown someday in the next few years. I can't wait to try again! **Many thanks to John & Jan Morgan, Pete Williams, Tony Sabino, Cindy Brickner, Marty Eiler, John Randazzo, Rex Mayes and especially to Genese and Wes for their support and time.**

RESOURCES

16 day jet stream forecast;
http://ggweather.com/loops/gfs_00z_250npac_all.htm

Flight Trace available at:
<http://www.gliderforum.com/forum-view.asp?forumid=60>

AVN forecast:
<http://weather.unisys.com/aviation/4panel.html>

Bio: Kempton Izuno soloed in 1974 and has remained a "glider only" pilot since. He currently flies his ASH-26E out of Hollister, California. He enjoys long distance cross country soaring and exploring new aspects of soaring. Kempton can be reached at kizuno@aol.com

APRIL FOOLS....

Hi, my name is **Matthias Mederer**. I am writing this report about a flight that **Drew Pearce** and I took in the Duo Discus on April 1st. In spite of the date, this is no joke and everything you are about to read is true. I was working on this Pawnee in the hangar when Charlie came to tell me that Drew wanted to take the Duo Discus out for a flight with me. I was excited and even more so when I saw the CU cloud-street that had developed to the east of the Hollister airfield. We got ready and Drew asked me if I had any water with me, and I told him I didn't. He joked: "You better get some because you never know, we might end up in a field somewhere!" we laughed...yeah right!

We got in and took off. I flew. Already on tow, still west of the hills at about 3000' we noticed some areas of lift with continuous climbs of 1000'/minute for 10 seconds in a row (in back of a Cherokee) and Drew reminded me: "Do not get off here!" he had his eyes set on the cloud-street to the east. We turned the tow plane towards it and got off tow at about 6000' at 2:30 PM. We worked it and got up to about 8500 and took off towards the southeast. We had a nice tailwind and made progress quickly but always thought the lift could've been a bit better. Already early on both of us would've liked to be a bit higher and the cloud-street, though working, was always slightly disappointing in it's performance. But it still ended up getting us down to about 10 miles west of Coalinga in less than an hour. From there we turned east and headed out into the Central Valley towards a little CU. Hit a little bit of lift. After a couple of miles without the slightest amount of lift I was still joking: "Are you really gonna burn

through all that altitude we just had to get to this little CU? What if it doesn't work?" It was only funny for about another couple of minutes. Now we found ourselves about ten miles in the flatland and the CU we had just been looking at had disappeared by the time we got there. Not good. As we made our first turn over the valley we looked back and to our surprise the cloud-street we had come down on had also disappeared. Even worse! Drew had been pointing out all the little airstrips as we passed them on the way down and I was thinking how handy it might come in after all that he knows every one of them...pretty soon we were content in finding the tiniest amounts of lift to sustain our flight, as the wind had blown most of the thermal activity away by now. In a way we couldn't believe it: Just minutes ago we felt confident in our situation having come down here stopping only twice to circle in lift, and all of a sudden we found ourselves scrambling to stay up. It was so bad that after about 15-20 minutes and Drew going "**@#!" a couple of times as we conceded that we would have to land in Coalinga. At first we thought we had Coalinga made but quickly realized that even such a close goal was hard to attain. The headwind deteriorated our glide performance so much we started doubting that we could even make it there. But as it was, Drew was able to find us something of thermal nature...except the more we climbed the more it looked like Avenal was going to be our destination, because at that point we had drifted so far downwind! We tried to find another thermal but that seemed to be it for us. Also: our radio seemed not to want to transmit. Nobody heard us. Luckily, we were easily low enough by now to get cell phone service and Drew called and left a message, saying we were landing

in Avenal. And we had already had our gear down, when Drew handed me the sailplane : "I've been flying for a while, you take it and play a bit in this before we land" and I found something that took us high enough get us to the ridge just west of Avenal and we just made it there, leaving as the only land-out possibility a (nice) set of fields (which would've been fine). But that ridge took us to several thousand feet at which point Coalinga started to look better and better again. At first we were joking about it and then it was clear that Coalinga could be made again. Drew and I thought separately about a plan and arrived at the same idea: To take the smaller ridge to the right which leaves an out into the valley and a better chance to make Coalinga. If it hadn't been for the insane wind! Probably at least 35 knots at that point. But that same insane wind also had just let us ride the ridge all the way up and now that we had broken out into the valley we found some strange lift that seemed quite stationary in spite of the high winds and we labeled and identified as a rotor. Soon we saw lenticular clouds to prove it. We rode the burbly rotor to about 10000' and headed out to find the real wave. We couldn't call the tow pilot off because of the dead radio, and cell phones didn't work at that altitude. Getting to the wave cost us some real altitude and nerve, the winds had gotten so bad. Sure enough we found the wave (!), Drew got the oxygen bottle out (but I was flying!) and kept well oxygenated to make sure it wasn't just me feeling really great over

here and we took it up to about 13500 . In the meantime two more lennie cloud-bands had developed so clearly and beautifully -in even spacing ahead of "our" lennie- that our combined consensus allowed me to fly on, pressing into the setting sun. But the sink was strong and as the next band of lennies seemed to disappear in front of our eyes (again!). The location of the first disappearing Lennie still gave us something back. The second "location" was weak and Drew used the "**@#!" - word for the second time during our flight to accurately describe the situation. He correctly noted that we really should've taken that first fat wave all the way to the top, since the flight computer still asked for more than twenty(!) thousand feet to get home. But as he was complaining I was still finding bits of lift in which to climb in and flying 80 knots or more in-between until he stopped me and made me fly speed to fly as per the computer. The sun got lower, the lift got less, and the mountains seemed higher and more of them seemed to appear in the distance as soon as the one under you finally disappeared ...and my feet were really cold. We considered having to land in Panoche but were still making headway with the setting sun to our left and with Drew keeping my Speed to fly errors down to 1.746 kts we made it so we thought we might have made it to Bickle. But even though we seemed to stand still as soon as we pulled up in lift we also miraculously still found some lift that kept us up!



Matthias thermaling near Crazy Creek with Clear Lake in the background

And as soon as we started to look better I bolted 80 kts. again as Drew and the computer had us making Hollister. Drew took it for the last mile and an elegant approach into 24 at a time when other people were already using the runway lights (I am not going to say when...actual touch down times may vary...) and we coasted off the runway after about 4 1/2 hours of beautiful soaring flight. It was the most interesting and challenging flight I have had to date, being so stoked on one the hand and so desperately downwind on the other. After having already made amends FIVE TIMES with the fact that we are going to land FOR SURE somewhere far from Hollister for a cold, windy evening of waiting and having used FIVE different kinds of lift to actually make it home - even if by the skin of our teeth - we felt so great.. We really earned our wings that day...

Footnotes: 1.) I didn't have a GPS trace to look at (even though I briefly saw it) when I wrote this, this data comes from my human flight recorder, so please don't quote me on the exact altitude and location. I do know the trace starts at 5000' because that's when Drew told me to turn the GPS unit on. 2.) The tow pilot who tried to tow us

home from Avenal (obviously) couldn't find us there but went to Harris' Ranch and ate instead.

About the author: I was born and in Hersbruck, Bavaria, Germany and virtually raised on the airfield there. My dad was one of the founding members of the glider club and the head of three flight instructors. He taught me how to fly when I was 10, how to land when I was 12 and I soloed at 14 in 1975 in a K7 on a winch. I am still a member in that club (<http://segelfliegen-hersbruck.de/>) matter of fact the OLC contest is run by two guys in our club: Reiner Rose (OLC=his idea) and Dr. Hans Trautenberg. (the son of my former flight instructors, he wrote the software) But I was also meant to be playing the guitar and that's what had me playing the streets of New York City at age 20 in 1981. I am still playing now and own and operate a little recording studio in SF since 10 years. (<http://www.drCrecording.com/>) I got to get my American license until 1999 at Crazy Creek and was flying there for a few years. I met Drew wanting to do aerobatics two years ago, and it seems like almost every time we go flying it's interesting to say the least...

The PASCO EGG Capture Trophy Rules (Bob Korves)

I was asked by PASCO about a year ago to review and rewrite the rules for the Capture Trophy, AKA "The Egg". That process is (finally) completed and the new rules are posted below. There was input from pilots in the region and many of their ideas were well thought out. In the end I tried to simplify the rules as much as possible to make them easily understood and remembered, with the emphasis on "simple and fun." **The biggest change is that it is no longer necessary to fly both ways to claim the trophy.** When I completed my final draft of the rules I sent them to the PASCO Board of Directors for their input, changes and approval. The Board mostly accepted my rewrite, only adding back the last two sentences to rule #4 from the old rules. If there is additional input, either now or after using these new rules for a while, let me know. The rules should reflect the wishes of pilots flying to capture the egg. These new rules are effective immediately.

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

1. **To capture the PASCO Capture trophy, a PASCO member must fly a glider nonstop from**

a Region 11 glider port and land at the current "home" of the trophy. After capture, the trophy belongs to and must be delivered to the glider port from where the flight started. It will remain at this new home until captured again.

2. **The trophy must remain within Region 11 and must reside at a glider port capable of towing gliders trying to capture it.**

3. **Minimum distance to be flown is 100 km.** Altitude loss from place of release from tow to landing shall not exceed 1 percent of the distance flown. A single turn point, defined by the pilot, will be allowed, if needed, to meet both the minimum distance and 1 percent requirements.

4. **Release from tow need not be directly over the departure airport.** A pilot may be towed to the best local lift available. 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.

5. **It is specifically intended that the trophy shall be physically kept at the home glider port so it may be claimed for capture.** If the trophy is not on hand, the flight may still be made, and, if successful, the trophy must be sent immediately to the new owners.

6. **Motor gliders may be used.** Self-launched gliders must take the equivalent of a pure glider tow, as above. No in-flight restarts allowed.

7. **The honor system will apply.** This is a trophy to be proud of!

8. 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.

9. 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.**

NEWS REPORT ON THE MINDEN REGIONALS FROM THE RENO GAZETTE...

Pilots glide into Carson Valley

Sandi Wright (more stories by author)
RENO GAZETTE-JOURNAL
6/7/2004 10:29 pm

On white outstretched wings as silent as an owl's, glider pilots flock to Minden every year to soar over the verdant Carson Valley. This week, the Minden-Tahoe Airport is hosting the Soaring Society of America Region 11 championships **sponsored by the Pacific Soaring Council.** With wind gusts on the ground, 26 pilots from three western states took to the air Monday, the first day of competition.

Weather is always a factor, said **Karol Hines, competition director** from Fremont, Calif. "The weather is our engine. All glider pilots know a lot about the weather. When it's breezy, like today, we take extra safety precautions," she said. "Every day we check the weather first, then create a task to keep them in the air for at least two hours," she said.

Monday's task included soaring first to Coleville, Calif., then to Dayton. The pilot was then allowed to select a course of choice to fill the remainder of the 2 1/2-hour task. The pilot with the best speed at the end of the day in each class wins. Speed is determined by dividing the distance flown by the amount of time in the air.

"People from all over the world come to Minden to fly gliders in the Sierra Wave," Hines said. The wave is a weather phenomenon that occurs along the eastern Sierra and can allow a glider pilot to soar as high as 30,000 feet in the air, she said. But this week, pilots have gathered to compete in their class for points toward the national competition, Hines said, and the height limit is 17,500 feet.

The four classes — open, standard, 15-meter and 18-meter — also will yield a weekly winner. Entrants earn seeding points toward the national competitions for each class.

"We expect speeds from the 50s to the 90s," Hines said. **Marc Ramsey**, a computer programmer from Oakland, Calif., said he's been soaring for 35 years. "I always loved airplanes and I finally brow-beat my parents into taking me for lessons," he said. This is Ramsey's second time competing in Minden. "I do these competitions a couple of times a year. Soaring is the kind of thing some people love. But some people don't understand why we do it," Ramsey said laughing. "There's something about being up high among the clouds without gasoline.

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Lisa J. Tolda/RENO GAZETTE-JOURNAL

ON HIS WAY: A golf cart pulls Tom Hubbard's sailplane out onto the runway to ready him for competition Monday afternoon at the Minden-Tahoe Airport. Hubbard, of Carmel, Calif., and 25 other pilots are participating in the weeklong Soaring Society of America Region 11 Soaring Championships.

ON THE WEB

For a detailed description of the Sierra Wave, log on to: www.esaudubon.org/leewave.htm For more information about soaring in Nevada, go to:

www.bluebound.com/States/Nevada/soaring_glidering.htm

To learn about the Soaring Society of America, go to: www.ssa.org/

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Sometimes everything goes really well, and sometimes not so well," he said. A not-so-great time included landing in someone's back yard in Carson City, he said. "And then, sometimes the weather blows up on you. You have to do everything you can to avoid storms. I learn a new lesson every time I'm up there," Ramsey said. Besides a competitive spirit, many pilots bring a wealth of knowledge to share. At a mid-morning meeting for pilots and crew members, **Dr. Walt Cannon**, a physician from Los Altos, Calif., who competes in the standard class, offered safety tips. "It's extra dry here. Drink water when you're on the ground, drink water when you're in the air and take a couple of quarts with you," Cannon said. Cannon also talked about the dry air, high altitude and sun's rays, unfamiliar conditions to out-of-state pilots. And **Steve Smith**, an aerospace engineer from Cupertino, Calif., gave a three-day weather forecast predicting snow at the 6,500-foot level for Tuesday and temperatures between 61 and 72 degrees for Wednesday. "We may have a very wet wave here," Smith says. "That's quite a temperature range." Smith competes in the 18-meter class. Another contest for a sports class is being held this week north of Reno at Air Sailing in Warm Springs

2004 Minden Regionals Report (Rick Walters)

The practice day and Days 1 & 2 saw excellent soaring, but very windy conditions at Minden-Tahoe Airport. The Open Class elected to stand down on day 1 because of crosswinds. MAT tasks have been called for all days and classes due to the unpredictable weather. A wet frontal system arrived on Tuesday evening, but looks to be clearing out in time for Wednesday's task. We have 26 racers in four classes- STD, 15M, 18M, and Open.

Day 1 was a day for the experienced pilots. All three winners have been racing at Minden since the 1970's. Jim Indrebo (89) was the quickest at 98 mph, using only thermals. Other pilots used wave, and one (16) used ridge lift. Some of the wave was 16 knots up, but the sink between the primary and secondary was almost as strong.

Day 2 saw excellent striating, some wave, and several land outs. Some free thinkers tried uncommon tactics, such as GW turning Sulfur, JJ turning Gerlach, and C2 going to Rye Patch Dam. Creativity was not rewarded, however. The winners stayed along the edge of the local street, several not having to turn except at the turnpoints. Bill Gawthrop (F8) flew his ASH26E at 94 mph to win the 18m class. His speed was a little better than the 15m leaders, even though his wingloading is considerably less.

Day 3 ; With rain falling at the 10AM pilots meeting, Karol Hines (CD) and her advisors (JJ & NF) were hopeful that the quick moving front would bring sunshine in the afternoon. They wisely met again at noon and called for the pilots to grid immediately. The light dusting of snow on Freel Peak had melted and the sky was filling with soft looking cumulus. A two hour MAT was called for all classes, with no mandatory first turnpoint. The day proved weak with low cloudbases, never a good combination at Minden. Some pilots never really got it going and finished very early with speeds in the 30's. The winners were in the 60 mph range and used a Sweetwater / Pinenut Mountains triangle. We area

averaging three landouts a day, and today was no different.

Day 4 ; A much better forecast greeted the pilots on Thursday. Crisp morning air, an early trigger and a high temperature of only 68 degrees resulted in very good soaring. Six knot lift was typical with an occasional 10 knotter to a cloudbase of 15,000'. The assigned task was Benton / Hawthorne for 211 miles in all classes. Ray Gimney (ASW27) was in a league of his own at 86 mph. JJ was tops in Open at 81 mph, but his son John Jr claimed to have done all the important flying in the two seat ASH25. Tim Kurreck (LS6-18) finally had things go his way at 81mph and Sergio Colacevich(Discus a) was the winner in the Standard Class. Three landouts again today, with the dreaded Hawthorne claiming two.

The Minden Soaring Club hosted a BBQ at John Morgan's hangar this evening. Salmon and tri-tip were cooked by Mark Barnett, and Diane Reuland prepared the healthy side dishes. Airport Manager Jim Braswell joined us for a great meal. A warming trend will bring a longer task for the last day and two of the classes are still up for grabs.

Day 5 ; The last day's task for all four classes was a TAT with a 25 mile radius at Benton, a 10 mile radius at Schurz, and a 150 minute minimum time. The nominal distance was 222 miles. There was good streeting towards Benton but things turned a bit more challenging at Schurz. Many pilots were unable to clear the Pinenut Mountains on final glide, and wasted precious time climbing up to clear the 8000' saddle just North of Mount Seigel. The day winners were Rick Indrebo at 94mph in 15m, JJ Sinclair at 91mph in Open, Sergio Colacevich at 87mph in Standard, and Tim Kurreck at 85mph in 18m. Two of the motorglider pilots were penalized for not dropping down to 2000 AGL after their engines were stowed. There were no landouts on the last day. The best race was the 15m class with just 16 points separating the winner Jim Indrebo and Ray Gimney in second place. We had a safe race with no off airport landings.

Thanks to Guy Byars for the scoring program, Marc Ramsey and Dick Pffifner for computer support, and Lois and Gunter Kaiser for assistance with scoring. The Minden-Tahoe Airport staff was very supportive of this PASCO event, they even provided

advertising on the local radio station. Thanks to Jim Braswell (airport manager) and Keith Kallman (airport operations supervisor) for their efforts, especially with regards to clearing the crosswind runway for our use.

Standard Class					
Rank	Points	ID	SSA#	Name	Glider
1	4502	16	904268	GREENHILL, Dave	Discus 2A
2	4142	NT	106909	CANNON, WALT	Discus 2B
3	4131	C2	132403	COLACEVICH, SERGIO	Discus A
4	3639	VN	915619	HUBBARD, TOM	Discus 2B
5	2602	GPC	891243	CALHOUN, GARRETT	Discus 2A
6	1982	13	575933	VOLKOBBER, John	Discus A
15 Meter Class Class					
					Jun 11, 04
Cumulative Score					Turn Area:
Rank	Points	ID	SSA#	Name	Glider
1	4703	89	103195	INDREBO, JIM	ASW27
2	4687	7V	266585	GIMMEY, RAY	ASW27
3	3861	3W	732001	INDREBO, RICK	ASW27
4	3855	SD	871470	PFIFFNER, DICK	Ventus B
5	2881	1B	211931	DARKE, Jim	ASW20
6	1559	99	899374	GRIFFIN, CHUCK	ASW27
7	1144	CW	818089	WOODS, Chris	Ventus2AX
8	987	GW	403415	KOERNER, STEVE	ASW27
Open Class Class					
					Jun 11, 04
Cumulative Score					Turn Area:
Rank	Points	ID	SSA#	Name	Glider
1	3853	DLB	97756	BUSH, DALE	ASH-25
2	3272	JJ	680958	SINCLAIR, JOHN	ASH-25
3	3162	LB	161012	DANIELI, BARRY	Nimbus 3D
4	3009	MAL	921634	LYNCH, MALLORY	ASW22
5	2027	25H	162655	HALLERBERG, Lee	Nimbus 4
18 Meter Class Class					
					Jun 11, 04
Cumulative Score					Turn Area:
Rank	Points	ID	SSA#	Name	Glider
1	4560	RV	901957	VAN GRUNSVEN, DICK	Ventus 2CM
2	4493	5K	890272	RAMSEY, Marc S	LAK-17A
3	4317	F8	928979	GAWTHROP, BILL	ASH26E
4	4259	KX	917109	KURRECK, Tim	LS6-18
5	3840	PK	710946	KELLY, PETER	DG-800
6	3542	NF	673293	SMITH, STEVE	LS6-18
7	3469	5S	642088	SALKELD, ED	ASH-26E

AIRSAILING REGION 11 Sports Class Contest; (Ty White)

Day 1 of the Region 11 Air Sailing Sports Class Contest featured challenging conditions for the 8 contestants. The entered gliders are a good Sports Class mix, ranging from a Duo Discus team flown by John Apps and Mike Green, to two PW-5s, one

piloted by the 2003 contest winner Jim Gager, and the second by another returning contestant, John Downing. In between are: a Ventus C flown by Jim Hamilton, ASW-20 piloted by Rolf Peterson, 1-35 by David Prather and a venerable ASW-15 piloted by

Bob McKay. The day was forecast for high winds aloft, and we expected a repeat of the wave days preceding Day 1. A MAT of 2 hours was called with a first turn of Constantia, hopefully allowing use of the Sierra wave. As it turned out, none of the contestants connected with useable wave, even after hours of looking, but rather took advantage of wind-torn thermals. Five contestants completed the task, including winner Jim Hamilton, who flew his Ventus to Constantia, then downwind to Flannigan, where he climbed near IFR in the awesome dust devils rising from Flannigan Dry Lake, then back to Air Sailing, southwest to Stead, then a jog to Wofford Strip and home for finish. Jim worked hard for the 94.79 miles that gave him a handicapped speed of 39.2 mph. Meanwhile, 60 miles south at Minden, pilots in the FAI Regionals were achieving 90 mph speeds in the Sierra Wave. It just didn't seem to be working at Air Sailing.

Day 2 was another weather challenge at Air Sailing. Cu's were already forming in the early morning and continued building in every quadrant. We called a 2 hour MAT with a first turn at Tracy Power Plant. The sky to the west looked ominously dark at the time of launch, and soon after the task opened, it began to rain on the Dogskin range just west of the field. By mid afternoon, there was rain ringing the airport, but for the most part no rain actually at Air Sailing. The four finishers all stayed in relatively close and were able to return to Air Sailing before it was totally socked in. Winner for the devalued day was Rolf Peterson, who flew his ASW-20 90.43 miles: to Tracy Power Plant, Silver Springs, and Hazen before sneaking home from Nixon through a gap in the rain showers. Rolf came in under time for a scored speed of 45.22 mph. Mike Green and John Apps tried to take advantage of the wonderful weather to the east, flying the Duo Discus a total of 195 miles: Tracy Power Plant, Tiger Field, Sulphur, and Gerlach with a very late outlanding at Flannigan Dry Lake. Chief towpilot Jim Hays was able to aero-retrieve MG before darkness and weather make it impossible. With the expectation of rain all the following day, we declared June 9 a rest day.

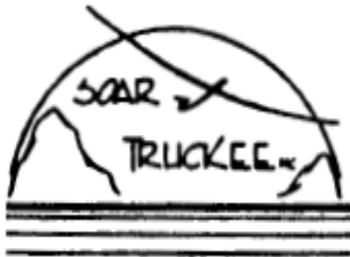
Day 3 on Thursday, June 10 looked to be a reasonable thermal day with plenty of cu and likely overdevelopment. With the possibility of thunderstorms in mind, we called a 2 hour MAT with no required turnpoints. At the launch there were cu in every direction, but with a depressingly low cloudbase around 10,500 in the Air Sailing area. The team of John Apps and Mike Green took advantage of higher cloudbases to the south to put in a winning raw speed of 68.2 mph, flying 140 miles to Rabbit Dry Lake, Dayton, Hazen, Silver Springs, Rabbit Dry Lake again and then final glide home. Team Gorilla basically flew a racecourse south of US50, reaching altitudes of 12,600 under

the higher clouds in that area. 2003 Air Sailing winner Jim Gager flew his PW-5 to second place, running a close-in racetrack of Constantia, Wofford, Air Sailing, Constantia, Wofford for 110.95 raw miles at 44.61 mph. Jim never got above 11,900 on his flight. Due to the low clouds, it was a hard day to go far or fast, especially for the lower performance gliders, but certainly a safer day all around than Day 2. At the end of Day 3, Jim Hamilton holds a comfortable 300+ point lead.

Day 4 started out much as Day 3, with cu forming early, but given the lack of overdevelopment on Day 3 and predicted higher temperatures and cloudbases, we called a 3 hour MAT with no required turnpoints. As it turned out, this was another very challenging day of low cloudbases and thick afternoon cirrus to add to the mix. Jim Hamilton won the day at a raw speed of 59.5 mph, flying 178.46 miles in a close-in spiderweb: Stead, Hallelujah Junction, Air Sailing, Stead, Hallelujah Junction, Constantia, Stead, Air Sailing, Hallelujah Junction, Stead, Wofford and return. Whew! Jim used every single slot on the landing card to list his turnpoints. While Jim Hamilton never got above 12,700 on his task, David Prather took advantage of higher bases and stronger conditions to the south to place second for the day. David flew his 1-35 149.55 miles twice around the Silver Springs – Rabbit Dry Lake – Tracy Power Plant triangle, reaching altitudes of 14,000.....eye-watering heights for this particular contest. In another notable flight, Rolf Peterson flew the long leg to Quincy never getting above 10,500. At the end of Day 4, Jim Hamilton still holds a 300 point lead, with Jim Gager and Rolf Peterson vying for second place.

Day 5 The fifth and final day for the Air Sailing contest, Saturday, June 12, fit right in with the tone for the week, being a very real challenge for all the competitors. We expected Day 5 to be about like Day 4, but with much fewer clouds with higher cloudbases, hopefully allowing higher altitudes. We called a 2 hour MAT with a first turn at Stead, to throw the southward looking pilots a curve, and also restricted the number times any turnpoint could be claimed in order to put a damper on circuit racing. The day was totally blue, and weaker than expected, with max altitudes around 11,000, but most of the day spent between 9000 and 10,000. Rolf Peterson won this final day, flying his ASW-20 94.08 miles at the blistering speed of 42.4 mph raw - Stead, Air Sailing, Flannigan, Wofford and return. Everyone completed the task, but it was a hot, blue slog. And with that, Jim Hamilton took first place, followed by Rolf Peterson in second and the team of John Apps and Mike Green in third place. A good, safe event in some of the strangest weather ever seen by long time contestants in the 25 year history of the Air Sailing contest series.

Sports Class (AirSailing)						
Cumulative						
Rank	Points	ID	Name		Glider	F
1	4371	JLH	Hamilton, Jim		Ventus CB	
2	3880	PE	Peterson, Rolf		ASW-20	
3	3615	MG	Green/Apps		Duo Discus	
4	3515	BY	Gager, Jim		PW-5 Smyk	
5	3513	U4	Prather, David		SGS 1-35	
6	1837	1PD	Downing, John		PW-5 Smyk	
7	1388	6J	McKay, Bob		ASW-15	



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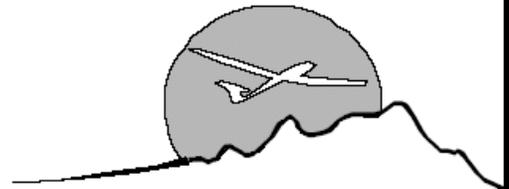
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SSA President Visits Minden

courtesy of Karol Hines...

Dennis Wright, The new Executive Director of the Soaring Society of America, spent 6 days in Region 11 last week (June 25th). His visit started off at the Hilton Ranch as a guest at the Hilton Cup event. The weather cooperated and several 1000K flights were made by the participants. Dennis' highlight was a 3 hour flight with our own Carl Herold in his Nimbus down the White Mountains.

Dennis proceeded to Reno on Friday, June 25th for a meeting with the FAI Badge and Record Committee which was also attended by Bob Semans and Doug Donohue, the Nevada State Record Keeper. Minutes from this meeting will appear shortly on SSA.org.

We took advantage of Dennis's presence to give him a tour of the three Soaring operations in the area and introduce him to some of the SSA members in Region 11.

Pam Sutton and I picked him up at the Reno Hilton around noon on Saturday. We took him out to AirSailing and Pam gave him the tour with a little history of the AirSailing. There were only 2 people flying there on Saturday, which felt really strange for such a good day, but, as Dennis said, he did "get the flavor" of the site. Lee Edling, the new "caretaker"/tow pilot/instructor at AirSailing, went up with Dennis in the 2-33. Dennis got his glider rating last Fall and has had the opportunity to fly in many parts of the country as he travels around on SSA business. We wanted to make sure he had a soaring experience at AirSailing.

After his flight in the 2-33, Bob Spielman took him up to Soar Truckee in his Cessna 182 with tour of some of the soaring area and a detour over Lake Tahoe. They landed just in time for the Saturday Afternoon BBQ which was attended over 30 pilots and crew. Dennis said "They welcomed me with open arms, fed me some good chow and generally made me feel like a member of the family.". Bob flew Dennis back to Stead and dropped him off at the Hilton where I picked him up on Sunday morning for the drive down to Minden, where we had breakfast and a talk with the Minden Soaring Club. Dennis had been warned that the MSC

members had some tough questions for him, and he was ready. Since his appointment as Executive Director of the SSA in July of 2003, Dennis has made many changes and begun implementation of many new programs. As questions were asked about "what is SSA doing for me", Dennis was able to answer by describing some of the new programs that have either already been implemented or are underway. He was also able to clarify some misconceptions about the infrastructure of the SSA. Several people in the room complained that they did not like the "content" of Soaring magazine. Dennis explained that 95% of the articles in the magazine are contributed (free) by SSA members and got commitments from several people to submit articles for publication.

After the breakfast, we went out to the Minden-Tahoe Airport and met with the Airport Manager, Jim Braswell, his assistant, Keith and a group of folks from the Airport Advisory Board, MSC and other operations at the airport. Jim explained the plans for development of the East side of the airport to accommodate sailplanes and provide a safer operating environment for both sailplane and power operations at the airport. Dennis found the overall development plans really interesting and asked for an article for Soaring magazine describing these plans.

After the meeting, Dennis, Bob Semans and I hopped into Jim's airport car for a tour of the airport. Jim explained some of the challenges that the airport is facing with all of the development going on in the Carson Valley. The airport has been put in a position of having to buy up land off the end of the runways to protect the airports runway protection zone, required by Federal regulations, from being developed.

A clear indication of the changing climate at Minden was the temporary tower that was in place at the airport on Sunday. There were fires burning to the south and the fire bombers and helicopters were flying that day. It sure was strange to hear the gliders and tow planes communicating with a tower about their movements.



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Membership requirements are private pilot certificate for power or glider, checkout with an approved instructor, and initiation fee of \$300. Pilots using gliders for cross-country must meet certain minimum requirements.

Use of Mode C Transponders

Reno, Nevada

The potential conflict between gliders and commercial air traffic near Reno has increased with the growth of commercial jet traffic into Reno-Tahoe Airport (RNO) during the past few years. PASCO emphasizes that glider pilots operating in the Reno area must be alert for all air traffic arriving and departing RNO.

Transponder signals are received by Traffic Collision Avoidance Systems (TCAS) on board commercial aircraft as well as by Air Traffic Control (ATC) Radar. By Air Traffic Control (ATC) Letter of Agreement, gliders in the Reno area can transmit the 0440 transponder code in the blind, without establishing radio contact with Reno Approach Control.

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

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

New PASCO Web Site On the Way!!!

Thanks to Brian Choate there will be a new look and feel PASCO web site in the near future. It will feature full soaring information service about our region, sites, clubs, including WestWind archives, Soaring seminar presentations on-line and much more!!

Watch this space for details....

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