

SEPT 2004



e-WESTWIND



Sierra SnowScape

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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; WapenskyPJ@mfr.usmc.mil	Paul Wapensky	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.silverado-soaring.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

Another 2 months is already up and I'm writing this editorial from yet another airline seat, this time over the Pacific Ocean. July and August have been the core soaring months for most of us; National Championships are over and the cross-country season is drawing in. We have a lot of news this issue, some good, some bad. We are seeing some changes in our soaring FBO activities, clubs remain

strong and flights are getting longer; this year we have had more 1000km+ flights than I can remember for many years. We have a new web site, which is constantly being improved, and a better mechanism for electronic communication with members. We have some very good results from Region 11 pilots in National championships this year (more later in this issue) and momentum of promotional activities is building in the region. Sadly, the US soaring scene recently lost a great friend and champion in Paul Schweizer, (of

Schweizer glider fame) who passed away on August 18th aged 91. I have included a eulogy by SSA President Dennis Wright in this issue.

They say that when it rains it pours... there are significant changes at Minden (*see Minden news*) and rumors of changes elsewhere. Obviously I can't print unsubstantiated rumors or report conversations in confidence but I can say that this period has the highest feeling of instability that I can remember in (gulp) nearly 20 years of soaring in this region. Who knows how the next year will turn out; ringing the changes will bring some surprises and some good news as well, I'm sure. In the mean time I feel we should all be looking to how we can be agents for *positive* results as we roll with inevitable dynamics of change.

Finally, a request; the most difficult thing about improving the communications infrastructure for PASCO has been *trying to keep track of our members ever-changing email addresses*; if you haven't received any PASCO messages or advisories and your email has recently changed (i.e. in the last 6 months) chances are we don't know about it; please go to our website and send a message to the webmaster; (www.pacificsoaring.org) we'll pick it up from there.

New PASCO Web Site Unveiled

Folks...we have a new web site!! Due largely to the efforts of *Brian Choate* and to a much lesser extent your editor (PASCO Communications chairman) we have updates and improved the web site. With Brian's skills we have been able to architect a web site with several new communications capabilities, not least of which is an email messaging capability which we use to alert members of key information updates, new WestWind availability etc. We are also in the process of completely updating the awards section, which will include the full history of all the trophies since PASCO's inception, including Regional Champions over the years. I have also an *on line electronic archive of past WestWind issues*; this took some effort and we could only go back a few years due to electronic compatibility reasons, but we have many past issues available in Adobe Reader format. One recent change we have made is to make the *latest editions of WestWind only available to members*; the download is password protected and every WestWind that gets published has an accompanying email stating that the new edition is available for download with a reminder of the password. We've done this because WestWind (under our current byelaws) is a key member benefit and one that is paid for by current members, hence the member-only access. We have also created a PASCO forum (like an email chat room) for use by PASCO members. Web site URL is <http://www.pacificsoaring.org>.

Don't forget; if you want to help PASCO out by downloading an e-version of WestWind and saving the cost of the paper copy, drop a line to the webmaster at the PASCO website with your current email address and we'll take care of it for you.

In the News

We have enjoyed a strong season in the Sierras; we have had many long flights including a notable double 1000km pair of flights by *Ramy Yanetz*, flying his LS4 in strong Great Basin conditions out of Parowan (Utah) and central Nevada. Rumor has it that *Brian Choate* did a 930km flight in his DG300 also out of Tonopah I haven't had any other reports 'over the ether' about big flights but I know they are there; pilots with long flights are encouraged to contact *Cindy Donovan* our awards coordinator to submit their claims for our PASCO awards.

Promotional Activities

Our PASCO marketing maven, *Ginny Farnsworth*, has been busy promoting a PASCO-led soaring presence at the upcoming *Silent Airshow* in Ed Levin park (Milpitas) in mid September; sponsored by our hang-gliding brethren 'Wings of Rogallo'. 'Silent Wings' is a celebration of motor less flight.

Long time PASCO member Jim Goetsch has been making some significant contributions to promoting soaring with Civil Air Patrol Cadets; In addition to the Young Eagles program supported by BASA and Hollister Gliding Club this is another great effort to bring youth into soaring. I have included a great article by Jim as a feature later in this issue.

Club News

News from Byron (*Monique Wiel*)

Congrats to *Bob Deans*, who passed his Private Pilot Check Ride . Also, congratulations to *Don Brown* who completed his A, B, C & Bronze Badge requirements, and to *Shannon Madsen* on his glider solo on July 3rd

Big congrats go out to *Scott Stiehr* on his 16th Birthday Private Pilot Glider Check!! This was Scott's day and after the check ride Scott gave rides to his father Dave and his mother Barbara, both of whom enjoyed Scott's thermalling. The other family members will have to wait for another day. Thanks to the whole family for helping out.

Bear visits Truckee Bash Rumors of a large furry carnivorous visitor to Truckee were interesting to note; having flown out of Truckee for about 15

summers now I don't remember any bear visit reports in the past.

News from Hollister (*Drew Pearce*)

Congratulations to **Eric Haas**, **Jeff Dobbek** and **Chris Tarrice** for their first Solos in a glider! **Daryl Ramm** and **Richard Starling** on their first solo, **Lee Baillif** for obtaining his PPG rating.

(*Ed. note*; Sadly we will be losing **Brian Choate** and his lovely wife **Sandra** as they are booked to return to New Zealand around Thanksgiving time this year; Brian has been an incredible motivating force to all those around him and especially for his selfless commitment to improving our regions clubs and FBO web sites (Hollister and Williams) and PASCO's web site. He started flying his DG 300 in the PASCO League a few years ago and is now flying 1000km caliber flights in the Great Basin. He made the first reverse crossing from Hollister to Truckee that I ever heard of and has made some astounding straight out flights from Hollister. He also crewed for me at the awesome Tonopah 15m Nationals where we became good friends and I'll miss his friendship and free spirit when he goes.)



News from Crazy Creek (*Ginny Farnsworth*)

Crazy Creek pilots celebrated a summer of excellence in soaring this year. The season began with **Jim Indrebo** taking the Region 11 15 meter Regional Championship in Minden. Later in the summer, **Rick Indrebo** traveled to Uvalde, Texas, where he took the 18 meter National Championship. Upon return from Uvalde, **Jase Indrebo** passed his written test for his private glider certificate. Congratulations, guys, we're proud of you!

Matt Heron completed his the altitude requirement for his gold badge, and most recently, **Todd Robinson** became a Certificated Glider Pilot!!

Congratulations Matt and Todd on your achievements. The X-C Course flying this summer went well, with many pilots setting personal bests. **Larry Roberts** - G3- flew north along the Mayacama range, turning back and landing at Chico when the headwind picked up in late afternoon. **Ginny Farnsworth** finally made it to Snow Mt. We had several off field landings, all safely executed in reasonable locations. All participants stretched their boundaries, honed their flying skills, and had fun.

News from Williams (*Noelle Mayes*)

New Solos; 7/5 Greg Johnson , 8/1 Mark Kruger, 8/30 Bernard Schwind

New Private Pilots; 8/26 Peter Beecher, 8/26/04 Randy Dinapoli

Congratulations!! No other news, but here's a cool photo of the (relatively) new runway.



Avenal MidSummer Event (*Harold Gallagher*)

What a day this was!! Roy Norman got the idea to stage a mid-summer event to encourage both new members and recharge current and past members. Originally we hoped for 30 to 40 as our best guess. The number came out well past our expectations. Congratulations to everyone who worked hard to

make this event a success. And thanks to all of you who came out to celebrate Avenal and the CCSC in the middle of our normally hot summer. We had a blast.

65 people attended our First Annual Midsummer Night at Avenal. Water balloons were everywhere, launched, dropped and thrown. Old faces returned. New faces appeared. The Target won again! George Powell came closest. Local lady Henny celebrated her 88th birthday in the air. The Fresno Ultralight group visited to check out the soaring action, and Avenal's new swimming pool was a big hit. The BBQ was running all day long. Paintballs were fired, wrapped up with a late evening and camp-over for many.

In the balloon-dropping contest from a glider at altitudes ranging from 1800 msl to 1300 msl, the bombardiers were given three water-filled balloons for each launch. Ever since we inaugurated the balloon drop, no one has ever hit one inside the target, in spite of numerous theories and calculations to the contrary. And today that record is still intact. George Powell came the closest, dropping one of his within 2.5 feet of the outer ring. As you can imagine looking at the photo of the target on our website, from space it looks awfully small. So those confident bombardiers who espoused calculations designed to win them a place in CCSC history before their flight, came back somewhat humbled after three tosses into ... the unknown. Naturally as before the safest place to be was inside the target where many gathered to watch the balloons raining down, not on them but on various spots around a rather wide arc.

On the ground, many spectators took turns launching water balloons from our earth-based launcher, firing them out over the runway toward the aerial target, or towards one another. Finally, some of the more energetic young adults took to throwing them at one another, all in fun of course. More water fun involved diving into the shallow pools or squirting one another with the various and powerful water guns that were brought to the clubhouse. Or simply spraying others with the hose. Maybe we should rename the day, our Mid-Summer Water Day.

Many of those in attendance are regulars who visit Avenal often during the year. But there were others we haven't seen in a long time. Shane and Stacy Compton came back after a multi-year absence with their cute twin girls and might once again rejoin the club. Buddy Taylor was there after a long absence, and we hope to see him again soon. John Free, one of the glider port owners, arrived for the first time to see what goes on at Avenal. Loren Finney, an old friend from Fresno showed up for the first time and talked about joining the club to get his

add-on rating. But most surprising of all, Thomas Karcher arrived.

Thomas was my first glider student way back in July of 1999. His shirttail still occupies a prominent place on the clubhouse wall. He's a German national who wanted to get his glider add-on rating before he returned to Europe. So, over a period of seven days, we worked to get him ready. He passed, and other than one or two emails, I hadn't heard from him since his return to Europe. When I mailed out the invitations, I included one for Thomas just because he was always on my list and I had no reason not to include him. Wasn't I surprised to receive an email from him telling me that: he was working for an architectural firm in London; his parents still live in Karlsruhe, Germany; he hasn't flown a glider other than once in England; and his firm had sent him to San Diego the week before our event at Avenal. So, just before returning to England, he drove up from San Diego to spend the day with us at Avenal. What a great surprise for me, and I think he enjoyed the visit as well, going up with me for a renewal lesson, then up again with me for a balloon bombing run.

There were many other guests as well. Most notable was Henny Mullen, an 88-year young woman who decided that of all the things she wanted to do on her birthday, the most important was flying in a glider. Wheelchair-bound, she nonetheless had enough supporters to help her into the glider, and out again, lifting her gently. Her whole family was there, children, grandchildren, and friends. During the flight all she could talk about was how beautiful it was to fly in a glider, and how she was determined to fly again next year. Even though it was bouncy from the thermals, she wasn't even fazed by them, and sat there talking and enjoying the scenery. We'll look for her next year.

Four of the Fresno Ultralight group either flew out or drove out to see what the Avenal glider club was all about. Jerry, Daryl, Doug, and Chuck stayed until late afternoon and two of the four took glider rides. Maybe next time we'll see Jerry and Daryl up in the 2-33.

Jon and Sherri Demsky provided a delicious lunch and dinner, then margaritas late into the evening. Jon kept making and pouring. Perhaps no one noticed that Jon paid for the margaritas from his own pocket. And there were many of them. So many in fact that it was fortunate a number of attendees stayed and camped out either on the runway or close to it. They likely wouldn't have made it home safely.

Very late in the evening there was some sort of medical emergency in town and a helicopter attempted to land on our runway. Due to blowing

dust they aborted the landing and went instead to the parking lot at the high school. The rest of the evening was somewhat uneventful, except for Bob Helt spinning his Miata around on the runway a few times before he retired to bed. He's not the only one who might have had a little bit more refreshment than normal. What's that saying, "... one too many"?



If you missed being there, you really missed it. But next year at this time, we'll do it again. In the meantime we might just have a Halloween treat at Avenal, including of course, more balloons.

The Quest for the Egg; **The PASCO Capture Trophy** (a history, with thanks to Peter Kelly)

In the 1980's The PASCO Board approved of a trophy that was devised to encourage cross-country glider flights. After being deposited to a glider field, pilots at that site were responsible to fly it to another glider site. It was considered shameful if pilots were unable to fly it to a new location.

It was originally an old duck's head- nailed to a piece of wood and was in the possession of Gary Kemp when it became transformed. As Gary recently explained the history of the trophy: "...the old Duck's head wasn't 'lost", my dog ate it. My dad carved a new duck's head on a plaque and I flew it to the CCSC glider port in Delano..."

As might have been expected the old duck's head (the one carved from wood) really became "lost" at that point. A few years later, a new trophy was crafted, and the rules were drastically modified and formalized. A hand carved walnut egg became a trophy of pride rather than one of shame and it became known simply as the Egg. To document successful captures a log book accompanies the Egg.

The Egg was deposited at Crazy Creek Soaring on their opening day in the early 1990's and was soon captured by Vacaville. Throughout the 1990's the Egg bounced between Lagoon Valley / Vaca-Dixon / Williams and Crazy Creek. Finally, in May 2002 Hollister Pilots captured the Egg from Williams. Several unsuccessful attempts were made to recapture the trophy by pilots from Williams, but each ended in failure. The most noteworthy was accomplished in Mar, 2003, when five or six pilots set out to capture the trophy, with two pilots getting within glide distance and one actually flying over the airport at Hollister, all documented on digital movies as well as flight recorders (see Sergio for further info). None landed because a pilot from Avenal had captured the trophy earlier in the day. In July 2003 a successful flight was made from Minden to Avenal by Peter Kelly and Jim Herd to bring it to the mountain glider ports, but again the trophy eluded capture. It had apparently been taken back to Hollister a few days earlier.

The Egg has proven to be a popular and entertaining method of encouraging cross-country flying and good-natured inter-site rivalry within Region 11.

April 27, 2004 – Marty, from Cal City in Region 12, was allowed to remove the Egg from Avenal which violated rules that state "the capturing pilot must be a member of PASCO and the Egg must remain within Region 11". Hollister Group Forum reported the piracy later that day.

On May 9th, 2004, Gary Kemp stepped up to plate and launched from Williams headed south for the Egg. Rex Mayes contacted Cindy, of CalCity, immediately after Gary's launch, and told her about the flight in progress to capture the Egg. An agreement was reached that if Gary made it to Avenal, which is where the Egg belonged, Cindy would send the Egg to Williams via post - as per the official rules governing the Egg. A flight from Williams to Avenal had never been accomplished prior to this day. Gary was advised of the agreement, felt it might be possible to make it to Avenal, and headed out across the Delta, at 5,000 feet, on his 300 mile flight.

The Egg was not immediately shipped from Cal City to Williams and a new twist was soon added to the journey of the Egg. On July 8th, 2004 a pilot flew from Bishop to Cal City and deposited the Egg at the Bishop Airport. In a desperate final attempt to bring the trophy back to it's legal and rightful home an attempt was made to fly from Williams to Bishop on July 10, 2004 with little success. Last heard (as of 7/15/04), it was available for capture from Bishop Airport.

PASCO is looking into an electronic log page for The Egg, at Peter Kelly's suggestion - someplace that will state the current location of the Egg! Who will be the next Region 11 PASCO member pilot to claim the Egg for their home glider port? The quest continues..... ***(As of going to press, the Egg has been claimed and returned to Truckee, Ed.)***

Paul Schweizer Passes Away **(Dennis Wright)**

Soaring pioneer Paul A. Schweizer passed away August 18 after a long illness. Paul was renowned as a sailplane builder, competition pilot, author, historian, lecturer and global spokesman for soaring. He was born in 1913, just two years after Orville Wright made the world's first soaring flight in 1911. Recalling his early fascination with flight, Paul said, "In 1927, we were all inspired by Charles Lindbergh's solo trans-Atlantic flight, and two years later by a National Geographic article featuring young Germans learning to fly by gliding and soaring. We were dying to fly. You couldn't afford an airplane, but this gave us hope that we might someday fly."

Paul, along with brothers Ernie and Bill, founded the Schweizer Aircraft Corporation in 1937. They manufactured sailplanes, agricultural aircraft, motorgliders, helicopters and subcontract assemblies. During World War II the company was a prime producer of military training gliders.

Paul Schweizer was a past president and secretary of the Soaring Society of America and served on its board of directors for many years. He was past president and a director of the Harris Hill Soaring Corporation, and was instrumental in bringing many national and international sailplane meets to Harris Hill, near Elmira, NY. One of his proudest accomplishments was the founding of the National Soaring Museum on Harris Hill, where he served as president and trustee. He is survived by his wife of 37 years, Virginia (Ginny) Mayer Schweizer.

Region 11 at the Nationals

Region 11 had some excellent results at the National championships this year; Congratulations go out to **Ray Gimmey** (3rd Open Class, 4th Std) **Rick Walters** (2nd 18m) and **Rick Indrebo** (1st 18m). This is a first time national championships for **Rick Indrebo** and a richly deserved one. **Rick Walters is now #1 seed for the 18m World Champs in Sweden; Congrats!!**

Troubled Times for Soaring in Minden

Since I took office as President of MSC (Minden Soaring Club) I must confess that I have had my plate full along with a host of difficult things to digest

on my table. Early in March the airport management was ready to not allow us to have our trailers near our gliders. After a meeting with the airport manager by the now infamous "gang of five" things settled down to a dull roar - until the new airport rules and regulations came up. Things have again been quite heated, and to this date we do not know what will be adopted. A group, headed by Allan Pratt, has worked on rules that we believe are fair for airport users, and a petition has been circulated asking the airport to accept our views.

Our FBO's have also had a bad summer with each one of them damaging at least one of their tow planes to the point where for much of the season we have had only one Pawnee available at the "Worlds Greatest Soaring Site". The Carson City fire, Presidential TFRs and monsoonal weather have not helped either.

Finally, we have recently had news that Larry Mansberger is closing down his repair shop at the airport and moving to Texas. This will be the end of a superb glider repair facility at MEV. To continue with the bad news, ***Tom Stowers of High Country Soaring confirmed to me last week that he is also leaving us to remain only as a repair facility outside the airport.*** This leaves us with one FBO - ***Soar Minden.***

Throughout this whole ordeal there has consistently been a small group of people who have volunteered their time in order to help stop this slow bleed at MEV. Some have focused on working with the airport management, others have devoted much time on the ramp, others have been involved in public relations, others on the web, etc. But one thing remains clear to me, and that is that member participation remains low.

When Dennis Wright, the SSA Executive director, came to our breakfast meeting earlier this summer, he urged members to become involved. I cannot echo his words with greater force - all members need to participate. In my opinion, we would not be where we are today if this silent majority were more proactive with our issues. Bad rules and regulations are our fault. Losing FBO's is our fault. I think the only thing we cannot control at Minden is the weather, and yet this summer we have had phenomenal days with incredible flights.

In the operating room we have a saying that all bleeding eventually stops. The challenge is for us to stop it before it stops on its own. Let us revive MEV, let us inject it with fresh blood, and have it to live up to its reputation of being the World's Greatest Soaring Site. In short, please participate in controlling the bleed.

by Leo Montejo (MSC President)



MINDEN-TAHOE AIRPORT

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Telephone (775) 782-9871 Fax (775) 782-9872 Email: jbraswell@co.douglas.nv.us Jim Braswell, Director
September 9, 2004

Dear Minden Soaring Club Membership:

Your President, Leo Montejo has asked me to respond to a concern of the membership involving the development of the Bliss Road Phase II project and the rumor, "*all glider operations will be moved to the eastside*", when the road is completed. I agree, airport management should address this concern because the eastside will not be ready for gliders or any other aircraft until there are utilities on the eastside. The only development currently on the eastside are tie-down areas for Soar Minden, who has a short-term lease on both sides of the asphalt of the old runway 21 and has a land lease of two acres. Soar Minden has been given extensions for construction of hangars by the County Commission for the past two years because there are no utilities close to the leasehold on the eastside.

The plan for the eastside is still developing, nothing is etched in stone. All users have an opportunity to give input. I have spoken at the Brown Bag Lunch meetings for the past four months about the eastside development and have presented a draft development plan for the eastside with input from users on the airport. The airport office has a draft map for review and anyone can make comments and suggestions. I solicited comments from the MSC last year on the development of the eastside and received numerous comments and suggestions which have been incorporated. There is no plan by airport management to have the gliders or others move to the eastside without utilities. The airport is a business, it does not make sense to drive your customers away, when it could be possible to lease land and increase revenue for the airport by incorporating a plan for utilities and amenities for all aspects of aviation.

In April of this year, one of our county commissioners, the county manager, both engineering consulting firms of the airport accompanied me to Burlingame to meet with the FAA to discuss safety issues, airport master plan and the Airport Capital Improvement Program (ACIP). We gave a convincing argument to have the tie-down area constructed in one phase instead of three. The FAA agreed to fund the engineering of the tie-down area in Airport Improvement Project (AIP) -15 along with the master plan, hopefully funded in 2005. They further agreed to fund the construction of a 70 tie-down area on the eastside the next year in AIP - 16 (2006). This is a very important crossroad for the airport in the name of safety. I presented this at the May Brown Bag Lunch meeting. This development will allow many gliders to be tied down on the eastside and thereby decrease incursions. *Will this force the gliders to the eastside?* **NO**, we need the business incentive to be on the eastside and will require utilities. The county manager and I have been working on options for possible funding of the water and sewer line extensions to the eastside which could prompt business and individuals to develop.

Thank you for the opportunity to respond. I hope that this brief explanation will help shed some light on what airport management and the county are working on for the airport. I encourage all users of the airport to attend the Brown Bag Lunches held each month on a Wednesday at noon. If you can not make the meeting and would like to look at the draft map for the eastside, please come by the office. If you would like to discuss it with me or other staff members, please ask. I can be reached at 782-9871 or email at jbraswell@co.douglas.nv.us .

Best Regards
Jim Braswell, Airport Manager

MISSION STATEMENT To promote the Minden-Tahoe Airport as a safe, friendly, planned growth premiere general aviation community airport through public education, awareness and business development.

Weight and Balance Made Easy.. (Rod Hug)

(This is a practical article submitted by Rod some time ago but not printed due to file conversion problems; those being solved, I'm pleased to include it as a very handy reference for those folks who have trouble separating their moments from their datums...Ed.)

.....The 'weight' part is really easy. The idea is not to exceed the maximum allowable gross flying weight (GW) specified in the flight manual. Look up the glider empty weight (EW) recorded in the last weighing record. Then $GW - EW = \text{Payload}$. Payload is the sum of weights added to the glider after the empty weighing, and consists of pilot weight, parachute weight, ballast weight, battery weight and other miscellaneous added weights. The sum of added weights should not exceed the payload.

The balance part is a little more involved, but not that hard to understand. The flight manual specifies a range of cg positions with respect to a datum line, often the leading edge of the wing at the wing root. The cg position is the point where the glider balances. Imagine the glider resting on it's cg position. Then it is not inclined to tip forward or backward. To see how the flight manual might specify the cg range, consider a popular two seater manual which says, "The approved range of center of gravity positions during flight is 10.24 inches to 18.11 inches behind the datum line". So for this two seater the cg position must fall within this range.

When the glider is weighed empty, the empty weight and empty weight cg position are recorded. Using the above two seater as an example, the recorded empty weight might be 891 lbs and cg position 28.8 inches behind the datum line. Then this empty glider theoretically balances if suspended from a point 28.8 inches behind the datum line, which for this glider is the leading edge of the wing at the root.

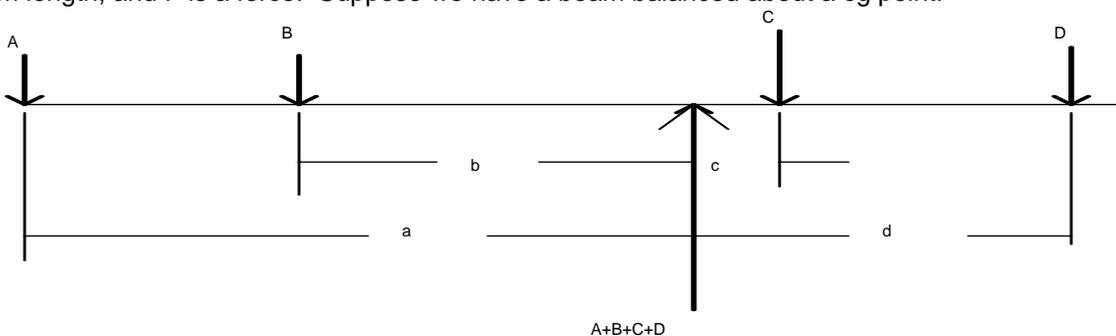
Now, in flight the glider will have other weights added - payload weights. These weights will be at various locations relevant to the datum line, and they will change the cg position. We wish to calculate this new cg position. Notice that this new cg position will be different with different pilot weights and other payload weights. So every time we change payload weights we should recalculate the cg position. Before going farther we need to discuss a little theory (nothing complex). Recall what a bending moment is. It is a torque about a point. For example, suppose a mechanic puts a wrench with 10 inch handle on a nut and pushes perpendicular to the handle end with a 30 lb force. The torque, or bending moment, on the nut is 10 inches x 30 lbs = 300 in-lb.

Suppose that a balance beam is balanced at it's cg position. It supports a 50 lb child 5 feet to the left of the balance point, and a 25 lb dog 10 feet to the right of the balance point. The moment on the left is -5 feet x 50 lbs = - 250 ft-lbs. The minus sign signifies a moment arm to the left of the origin (the cg position) and a negative (counterclockwise) moment. The moment on the right is 10 feet x 25 lbs = 250 ft-lbs. The moments balance. The balance beam is a free body in space - all moments acting on it balance so that it does not rotate. We took the fulcrum point as the origin, and found moments about it. But we could find moments about either end, or for that matter, any point on the beam and the moments would balance.

Take moments about the right end. Then the sum of the moments is;

$$- 15 \text{ feet} \times 50\text{lbs} - 10 \text{ feet} \times -75\text{lbs} = -750 \text{ ft-lbs} + 750 \text{ ft-lbs} = 0 \text{ ft-lbs.}$$

Taking moments about the right end, the child arm is -15 feet and the fulcrum force acting upward is -75 lbs. All moments acting on it balance, or cancel. Notice that a moment is the product of a moment arm (a distance) times a force (or a weight) acting usually perpendicular to the end of the arm. The other end of the arm is positioned at the point about which the moment acts. $M = \text{arm} \times F$, where M is moment, arm is the arm length, and F is a force. Suppose we have a beam balanced about a cg point.





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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.

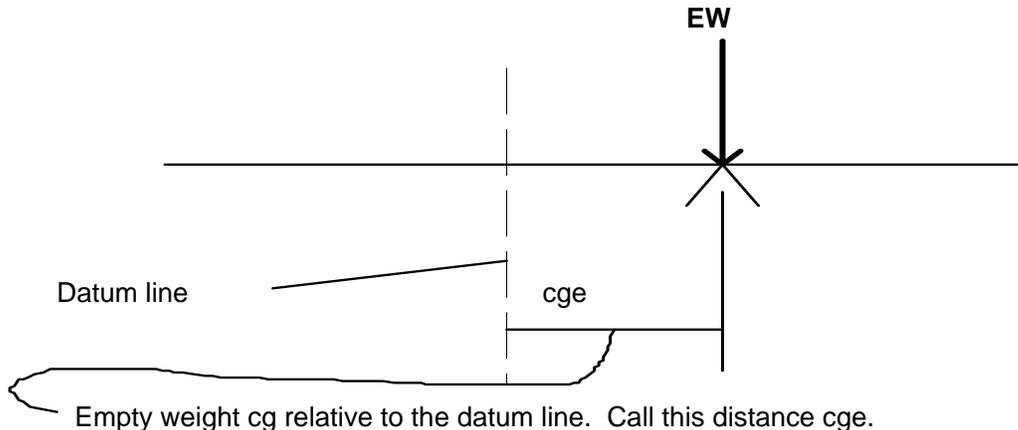
In the above figure the cg point is where the upward force acts. The beam is a non-rotating free body - all moments acting on the body cancel. Since moments 'translate' thru the beam, we can sum the moments about any point on the beam and get zero sum. Let's sum the moments acting about the fulcrum point.

$$-a A + (-b) B + c C + d D = 0$$

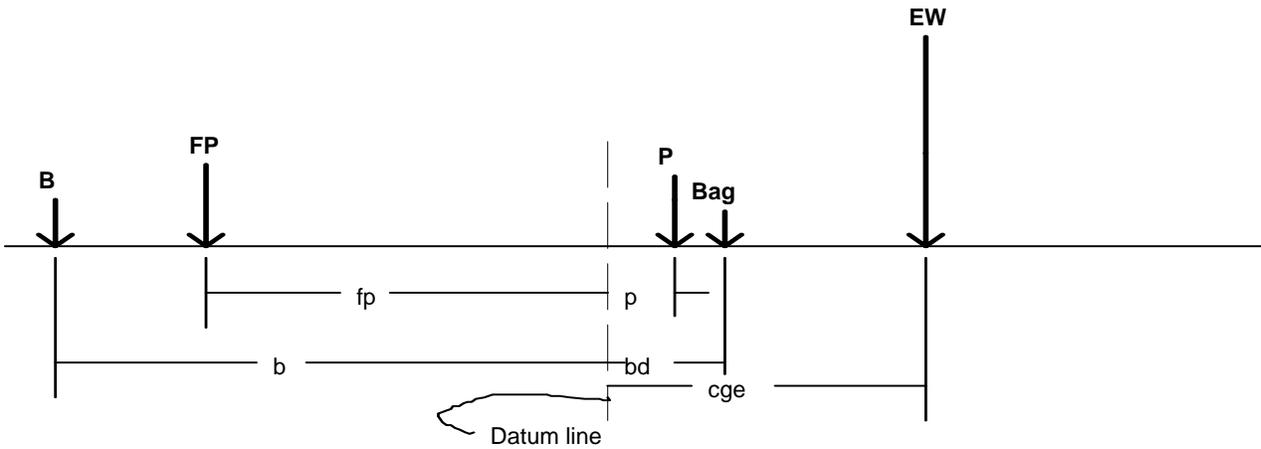
A space between variables signifies multiplication. The zero result signifies non-rotation. This can be written

$$a A + b B = c C + d D, \text{ but we should prefer the first form.}$$

Now lets draw a beam (or glider centerline) with only the glider empty weight (EW) acting.



The sum of the moments is zero in the above figure. In fact, no moments are acting about the cge position. Now draw the same glider with payload weights added.



You may have more or less payload weights than in the above figure, but you get the idea.

B = Ballast weight added **FP** = Front Pilot weight

P = Passenger weight **Bag** = Baggage weight

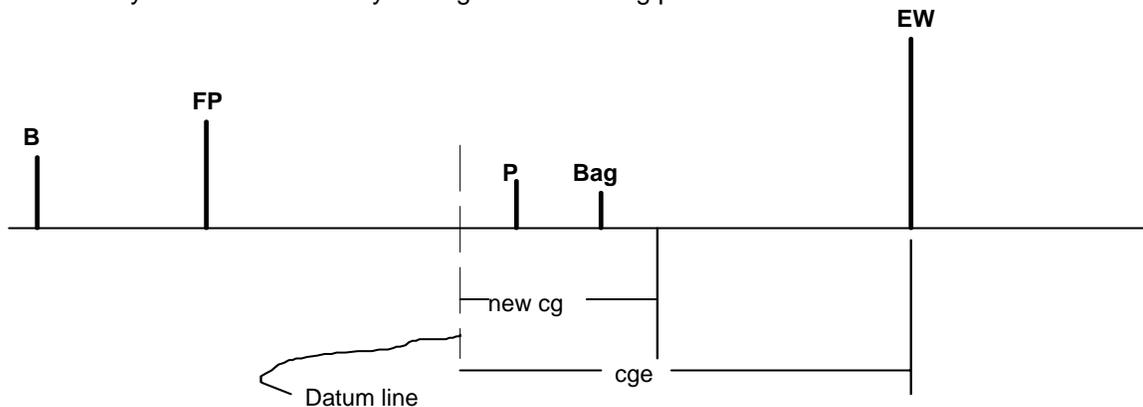
EW = empty weight of the glider **b** = distance from the datum line to the Ballast weight

fp = distance from the datum line to the Front Pilot **p** = distance from the datum line to the Passenger

bd = distance from datum line to the Baggage wt, **cge** = distance from datum line to the glider empty wy

All of the above distances, except **cge** and possibly **bd**, are taken from the flight manual. **cge** is taken from the weighting record, and **bd** may have to be measured.

We have not drawn in the fulcrum point (the new cg point) in the above figure. The new cg point is the unknown we want to find. It may be apparent the new cg point will be closer to the datum line than is the **cge**, nevertheless we need not make this assumption. We will draw in the new cg position and if we have diagrammatically located it incorrectly the sign of the new cg position will tell us so.



We can sum the moments about any point on the beam (glider), and the sum of the moments equal zero because the glider is a free body. So what point is the best point to sum the moments? How about the datum line? We know more about it than any other point. Most of the distances are measured from it. Choosing the datum line as the point about which to sum moments, and we choose the convention that distances to the left of the datum line will be negative. Downward acting forces will be positive and upward acting forces will be negative. Write the sum of the moments equation:

$$-b \mathbf{B} + (-fp) \mathbf{FP} + p \mathbf{P} + bd \mathbf{Bag} + cg (-\mathbf{AGW}) + cge \mathbf{EW} = 0$$

Where **cg** is the distance we are looking for and **AGW** is the actual Gross flying Weight. **AGW** may be considered to act upward at the new **cg** position. It is the reaction to the sum of the downward acting forces.

Solve for **cg**:

$$cg \mathbf{AGW} = -b \mathbf{B} - fp \mathbf{FP} + p \mathbf{P} + bd \mathbf{Bag} + cge \mathbf{EW}$$

$$cg = (-b \mathbf{B} - fp \mathbf{FP} + p \mathbf{P} + bd \mathbf{Bag} + cge \mathbf{EW}) / \mathbf{AGW}$$

Notice that - b **B** and - fp **FP** are the negative moments (forces acting down on the left side of the datum line), and the other three moments are the positive moments. We have found the **general equation** for finding the cg.

cg = (Sum of the negative and positive moments about the datum line) / actual gross flying weight.

SAMPLE CALCULATION: According to the weighing record of a sample single seat glider, the empty weight is 570 lbs, and the empty weight cg is 24.09 inches aft of the datum line. According to the flight manual, the pilot position is 20 inches forward of the datum line and the trim weight holder is 46.1 inches forward of the datum line. The glider carries no baggage. The only payload weights are the pilot plus parachute, which is 185 lbs, and a 10 lb trim weight. Using the above general equation, we have:

$$cg = (570lb \times 24.09in - 185lb \times 20in - 10lb \times 46.1in) / (570 lb + 185 lb + 10 lb)$$

$$cg = 9,570.3 \text{ in-lb} / 765 \text{ lb}$$

$$cg = 12.51 \text{ inches aft of the datum line}$$

This completes the practical part of the discussion. But the following final comments may help give an intuitive understanding. We can look at the general equation as a dimensional analysis equation. Recall that a moment is the product of a distance and a force. Forces in the above equations are bold.

$$M = d F, d = M / F$$

So distance (d) = Moment / Force, which is the form of the general equation. We can write the general equation showing only the units, and omitting the numbers.

Inches = (-inches **lbs** - inches **lbs** + inches **lbs** + inches **lbs**) / **lbs**. All of the **lbs** cancel and we are left with Inches = -inches -inches +inches +inches. So the units agree both sides of the equals sign, showing that our general equation is dimensionally consistent.

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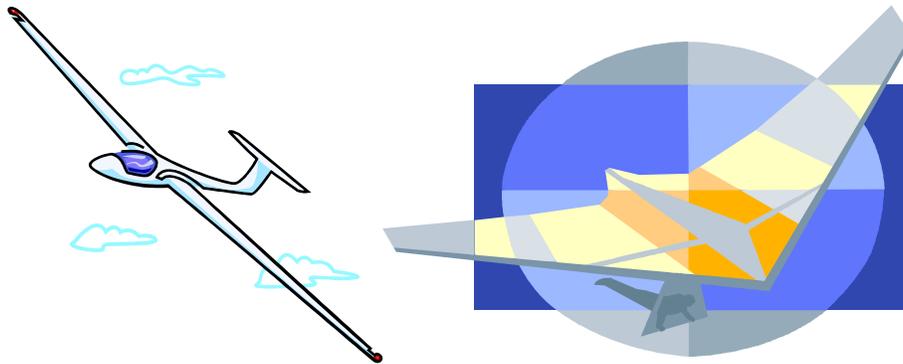


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A New Source of Future Glider Pilots
(Jim Goetsch)

"Wow, that was AWESOME! Thanks for the flight, sir. I really liked it." As overused as the word "awesome" seems to be for the younger crowd, I still got the feeling that this was something different for the speaker. Actually, I've heard something like this eleven times in the last couple of weeks. And these are from students aged 12 to 18 – a demography we need in the soaring community to perpetuate our sport.

Where do these future glider pilots come from? They're cadets in the Civil Air Patrol, and most are fascinated with flying. As part of their training they are offered 5 powered flights and 5 glider flights free of charge. They have a glider text and a syllabus to follow; so they start out ahead of the average student. Furthermore, they have strong parental support that backs them in progressing through the cadet program.

If we want to bring new blood into our sport, then I can think of no better source of talent than the Civil Air Patrol. In addition to their youth, their long-term interest in flying, their structured program for learning to fly, and their parental support, these cadets are extremely polite, courteous, and happy for the opportunity to fly.

What is this program all about? I just recently joined the Civil Air Patrol for the specific purpose of providing a glider-flying experience for these young cadets. Glider "Orientation" Flights for cadets are a going concern in Southern California, but we have had nothing in Northern California for some time. We have cadets in squadrons located in Auburn (Squadron 92, where I live and belong), Beale (Sq.

19), Cameron Park (Sq. 85), Novato (Sq. 23), Redding (Sq. 126), Sacramento (Sq. 14), Santa Rosa (Sq. 157), Stockton (Sq. 72), and Travis (Sq. 22). Can you recognize a location near you?

We have one Schweizer 2-33 for all these squadrons (that make up Group 5), and we have positioned it at Williams Soaring Center in Williams to make it less than a two-hour commute for most of the squadrons. The folks at Williams – Rex and Noelle Mayes, Heather, Eric, Phil, etc. – have been extremely helpful in getting this program going. And we are receiving very strong support from the Civil Air Patrol leadership in the region.

How does it work? The glider is in good condition and I have just used it to give 7 rides on July 31st and 4 rides on August 14th to kick off our glider program in Northern California. The cadets and their parents/leaders meet me at the Williams Soaring Center at 9AM on a Saturday, where we wash the ship and move it to the staging area at the right side of the runway, where the cadets are out of the way of the rest of the glider traffic. There we do a walk-around inspection and train the cadets to hook up the glider, run the wing, and help one another buckle into the aircraft.

At that point I take each cadet for a 3000' tow and give them an opportunity to fly the aircraft. There is a syllabus to assist in covering some of the key points that a glider pilot should learn, and it is very complete. The tow is paid for by the Civil Air Patrol, and I write off my mileage to get to the airport on my taxes. The cadets take care of most of the paperwork as part of their training.

Why am I writing up this article? As I indicated earlier, the cadets were thrilled to fly, while it was a

thrill for me to share what I've learned over the last twenty years. The challenge now is to find more glider pilots like myself who want to share our sport with these cadets, and hopefully set the hook that will snare them permanently into the glider community. We are **not looking for CFI-Gs** because these are not formal instructional rides; we simply need competent pilots to give rides that naturally result in some training of the cadets.

The Civil Air Patrol has an arrangement with the Soaring Society of America that allows SSA glider pilots to become members of the Civil Air Patrol with a minimum of fuss, although there is always some fuss in joining any organization. CAP wants to insure that competent glider pilots are flying their cadets, and they know it will be difficult to train pilots who have flown nothing but power to do that safely in a short time. They would prefer to gain knowledgeable SSA glider pilots and make them members of the CAP.

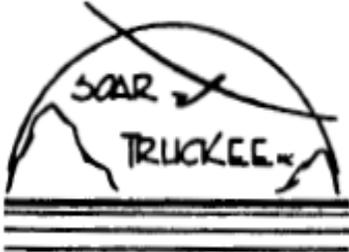
What can you do? I know that many of us have been asking ourselves what we can give back to the sport that we love so much. I can't think of any

program, including the Young Eagles program, that offers me so much leverage in passing along my love of soaring to a group who is more receptive and thankful for what I have to give. The glider program in the CAP is sanctioned by the SSA and fully supported by the CAP and the cadets' parents. I think you will be impressed with this whole program.

If this sounds like a program that you might be interested in, please contact me at jim.goetsch@sap.com or jimgoetsch@hotmail.com or 916-806-6706 (cell) or 530-268-8481 (home). I would love to have some other glider pilots to share in giving glider "Orientation" rides to well-deserving Civil Air Patrol cadets.

Bio: Jim Goetsch has been a glider pilot since 1982 and a PASCO member, vice president, and board member in the past. He has been a member of Bay Area Soaring Associates for the past 21 years, and earned diamond badge #650 in the U.S. Jim currently lives in Auburn and flies out of Soar Truckee and Williams Soaring Center.

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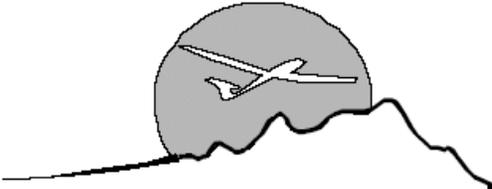
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Sparrow Hawk and Vintage Meet at Tehachapi (Dave Bingham)

This last weekend I flew the Stemme into Tehachapi to attend the annual meet of the "Sailplane Homebuilders Association" and the Sparrow hawk fly in. There were 5 Sparrow hawks and I wanted to mix with the crowd and see if there were any problems, concerns, etc since I have one on order. I could not find a single negative from anyone. Greg allowed some experienced pilots to fly the Sparrow hawk and without exception on



landing each had big broad grins on their faces and all said essentially the same - how sweet, so well coordinated, what a pleasure to thermal, why does this tiny ultra light glider perform so well at both high and low speeds? I asked whether there was anything they didn't like. NO! The SHA put on a 2 day series of talks on a variety of subjects. A couple of sessions were superb. I will briefly comment on a couple. Greg's talk on the Sparrow hawk development using 90% carbon fiber resulting in a very rigid and lightly loaded wing having a very narrow chord allows better performance than older designs using much more flexible and heavy wings. He showed computer simulations of his next glider, a racing standard class ship, which he expects to have a VNE of 200 knots. A wing that goes that fast must have laminar airflow over most of it up to maximum speeds.

The other talk was by a NASA guy on dynamic soaring of the planets. Currently all of the probes going to the outer planets use gravity boosts from Venus, then from Earth before being shot out to the outer planets. Paths of these probes are outside the atmospheres and course deflections (and the resultant energy boosts) are fairly small but significant. If the probes could enter the atmospheres the course deflections and energy gains would be much larger. So NASA now has

computer simulations that show that probe L/Ds of up to 16 can be achieved shooting through an atmosphere at mach 25. Simply incredible! Yes there are problems of materials, working controls at mach 25, etc but you all know – if there is a Mt. Everest to be climbed it will be climbed by human ingenuity. Pluto could be reached in a small fraction of the time using much less fuel if dynamic soaring of the inner planets atmospheres is used. Anyone interested I have a copy of the printout of the talk.



Finally there were many vintage sailplanes on show and flying including the Bowlus Baby Albatross. Seeing this in the air with its translucent wings, was for me, the highlight of the weekend - simply beautiful. A super weekend with a wonderful group of enthusiasts.

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*High resolution digital photos & RTF (Rich Text Files) text files are preferred, Thank you!
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