

JAN 2005



# e-WESTWIND



*Sierra Wave; Owens Valley looking South.*

*The Immortal Photo (Bob Symons) taken from a feathered-prop P-38 in wave in the '50's*

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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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Elmer Udd,

## **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](mailto: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, <a href="mailto:lvsoar@vegasnet.net">lvsoar@vegasnet.net</a>	702 -874-1010
Mt. Diablo Soaring, Inc.	Rolf Peterson, Flt. Instructor <a href="mailto:rolfpete@aol.com">rolfpete@aol.com</a>	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, <a href="mailto:info@soarhollister.com">info@soarhollister.com</a>	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 <a href="http://www.williamssoaring.com/">http://www.williamssoaring.com/</a>	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; <a href="mailto:WapenskyPJ@mfr.usmc.mil">WapenskyPJ@mfr.usmc.mil</a>	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	<a href="http://www.ssa.org">http://www.ssa.org</a> <a href="http://www.pacificsoaring.org">http://www.pacificsoaring.org</a> <a href="http://www.airsailing.org">http://www.airsailing.org</a> <a href="http://home.aol.com/JPAviation">http://home.aol.com/JPAviation</a> <a href="http://www.flybasa.org">http://www.flybasa.org</a> <a href="http://www.soaravenal.com">http://www.soaravenal.com</a> <a href="http://crazycreekglders.com">http://crazycreekglders.com</a> <a href="http://www.lasvegassoaring.com">http://www.lasvegassoaring.com</a> <a href="http://www.mindensoaringclub.org">http://www.mindensoaringclub.org</a> <a href="http://www.craggyaero.com/mssc/">http://www.craggyaero.com/mssc/</a> <a href="http://www.norcalsoaring.org/">http://www.norcalsoaring.org/</a> <a href="http://www.soar-palomino.com">http://www.soar-palomino.com</a> <a href="http://nimbo.wrh.noaa.gov/Reno/rnosaforno.htm">http://nimbo.wrh.noaa.gov/Reno/rnosaforno.htm</a> <a href="http://www.silveradosoaring.org/">http://www.silveradosoaring.org/</a> <a href="http://www.soarhollister.com/">http://www.soarhollister.com/</a> <a href="http://www.williamssoaring.com/">http://www.williamssoaring.com/</a> <a href="http://www.sonic.net/~pjkelly/vsa.html">http://www.sonic.net/~pjkelly/vsa.html</a>
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### CALENDAR OF EVENTS

Date	Annual Events	Location	Contact	Phone	URL
26-Feb	PASCO Cross Country Seminar	UC Berkeley, CA	Carl Herold	775-827-3376	cdherold@charter.net
May 12-15	Avenal Spring Contest	Avenal, CA	Mario Crosina	559-251-2880	<a href="http://www.soaravenal.com">www.soaravenal.com</a>
May 23-27	Airsailing Thermaling Camp	AirSailing, NV	Rolf Peterson	925-447-5620	<a href="http://www.airsailing.org">www.airsailing.org</a>
Jun 4-9	AirSailing Sports Class	AirSailing NV	Jimmy Hamilton	775-626-1950	<a href="http://www.airsailing.org">www.airsailing.org</a>
Jun 3-11	Region 11 Championships (Std,	Ely, NV	John Neel		joftecx@fiber.net
Jul 24-29	AirSailing Cross-Country Camp	AirSailing NV	David Prather	530-672-6993	<a href="http://www.airsailing.org">www.airsailing.org</a>
Jul 7-21	18 Meter Nationals	Montague, CA	Gary Kemp	530-934-2482	<a href="mailto:garykemp@sbcglobal.net">garykemp@sbcglobal.net</a>
Aug 13-14	Gerlach Dash	AirSailing, NV	Cindy Donovan	415-667-9142	
TBD	PASCO League	1st event Avenal in May	Jim Alton	925-355-9289	

### Editorial

Happy New Year to all! This issue is larger than average since I missed a November edition due to heavy work pressures and helping with the annual PASCO seminars and banquet, which was a big success this year; I've put a few notes together about the day in this issue; if you missed it, you missed a good day and a very fine set of seminars by some up and coming regional pilots. In particular, I'd like to recommend this seminar series to our newer members or those who have not attended before (you know who you are); it is well worth the time and effort to attend. We are putting a new calendar of events together for the coming year; watch this space.

This last year has been very eventful for the region; some great performances by regional pilots at National level competition, an updated web site, an electronic newsletter, a successful Regional championships, some

great camps at AirSailing and Ely, Kempton Izuno's stunning 1500km flight in wave, a significant increase in PASCO sponsored promotional activity, the resurgence of the PASCO Egg capture trophy and many new glider pilots in the region. On the down side of change, we had the departure of High Country Soaring and Larry Mansberger from Minden, and saddest of all, several fatalities.

This is the time of year when days start their slow return to the heat and brightness of summer; it is the time when we start thinking about the soaring year ahead and our plans for future flights; please exercise good judgment during your initial flights of the year when conditions may be difficult and skills rusty. Each of us gets rusty in a different way. Some lose their physical motor skills; I know that in my case the key aspect to being safe in the early spring is not so much the mechanical skills of flying (which for me are like riding a bike; you never really forget) but the decision making and awareness aspects of piloting a glider. I find that some serious review and

revision is necessary each spring so that my I can 'reload' my experience base after a long period of winter distractions (family, career, Thanksgiving, Christmas, glider annuals and maintenance etc) since the soaring from the previous season is usually at least 4 or 5 months gone. It's also a really good idea to make your first flights of the year in relatively benign conditions until your skills are back up to scratch. It is senseless to fly on a difficult day without some currency at the start of the season.

Another really good idea to help brush off the mental cobwebs is to attend the cross country soaring seminar put on by Carl Herold and PASCO every spring; this is being held again this year details follow. For the less experienced, there are also some excellent camps given at AirSailing for beginning soaring and cross country pilots; This year the Thermaling and Cross-Country camps will continue, and both these courses are recommended; the Cross Country camp is pretty much a mandatory training week for anyone who wants to start cross country soaring in the high Sierra and do it safely. Details are included in this newsletter.

PASCO also has some planning in progress for reinstating the PASCO League this year with some format changes (see below) and some updates for our cross country soaring Sawyer Award.

## **Sawyer Award Evolves With Technology 2005 Contest Rules Announced**

by Eric Rupp

Considering the list of names that appear before mine, it's been a *real* thrill to receive the Sawyer Award for 2004! I managed to fly frequently and had some good flights out of Hollister, Truckee, and Ely (not to mention Parowan and Crystalair – those don't count!) in my DG-300.

The Sawyer Award was established in 1958 to promote cross-country soaring in Region 11. The Sawyer Award trophy is one that any sailplane aficionado would enjoy keeping for a year; it holds the names of the thirty pilots who've won since 1969 (some more than once, see the list below). Each pilot pushed their personal limits to win the annual Award – then got the additional honor (really!) of administering the contest for the following year!

From time-to-time, there have been a few changes to recognize new developments in sailplanes and soaring. Most recently, the rules were modified for the 2000 season. In general, the scoring for the Sawyer Award is designed to level the playing field between "budding" cross county pilots and the Diamond-level pundits. Similarly, the gliders are handicapped to make the trophy winnable with a club Pegasus or a sparkling Ventus. There are also scoring factors to allow pilots flying from lowland airfields to compete with departures from the Sierra or the Great Basin.

Arguably, the biggest news in XC flying in the last few years has been the wide-spread adoption of flight tracking devices, now including hundred dollar GPS's connected to hand held computers (PDA's) that create IGC-format flight traces. Viewing flights with software such as SeeYou and Strepla has also become widespread. Using these technologies and adding the Internet, today we're seeing the growing and worldwide popularity of Aerokurier's On-Line Contest, more commonly referred to as OLC (see the sidebar article). So, the stage is set to make some helpful evolutionary changes in the Sawyer Award, while preserving its basic rules and the objective of promoting cross country soaring.

### 2005 Rules

The 2005 Sawyer Award contest will begin on February 1, 2005 and will end on October 15, 2005. To be scored, pilots must register for the contest (see below) and their flights must be uploaded as IGC files to OLC. With each Sawyer Award contestant's flight data on OLC and available for all to see, this data will be downloaded by the Sawyer Award administrator for post processing and determination of each pilot's "Sawyer Score". Because the OLC scoring is based only on the distance between turn points (and handicapped for each glider type), Sawyer post processing will factor in the flight duration, Pilot Factor, and Field Factor (for lowland or the mountains) plus an automatic 25 points for each flight. This is identical to the scoring formula used in recent years – except the flight's altitude gain will no longer be scored.

Naturally, there's some reluctance to changing the basic formula of the contest or to creating any technological barriers to participation. However, accepting the new necessity for a pilot to create IGC files and to have Internet access to transmit these to the OLC, the advantages are clear – the process of competing for the Sawyer Award becomes very simple – even effortless for pilots who are already uploading their flights. The (big) benefit comes when we see a large increase in the number of Sawyer Award participants – a 10x increase is not unlikely! Ladies and gentlemen – start your flight recorders!

### Sign me up!

To compete in the 2005 Sawyer Award (maybe you just want to join the fun – or maybe you want your name on the trophy!), do the following:

- 1) **Sign up. Do this by emailing me your Pilot Factor at [ericrupp@got.net](mailto:ericrupp@got.net)** which is determined as of October 16, 2004, as follows. If you have:

Diamond Badge or have ever flown 1-500 km flight → PF = 1.0

Gold Badge or have ever flown 2-300 km flights → PF = 1.5

Silver Badge or have ever flown 3-50 km flights → PF = 3.0

All Others  
→ PF = 4.0

Sign-up's for the 2005 Award will be accepted until midnight on October 22, 2005.

- 2) Fly, record your flights, and upload your IGC files to OLC (this must be done by midnight of the Tuesday night following your flight (local time) or OLC will reject your claim!

Want more information? Visit the Sawyer Award home page at; [www.pacificsoaring.org/awards/sawyer.html](http://www.pacificsoaring.org/awards/sawyer.html) – this page will be updated soon to reflect the rule changes outlined here. Also, read the accompanying OLC article and visit the OLC website. You may also email me at [ericrupp@got.net](mailto:ericrupp@got.net) with any questions. Finally, stay tuned to the WestWind where we'll publish contest updates. **Have a great Sawyer season!**

**OLC (On-Line-Contest)** by Ramy Yanetz (this first appeared in WestWind in the January 2004 issue)

The Online Contest (**OLC**) is a world wide computer scored glider contest. It is very easy to enter and encourages cross-country soaring. No declarations, forms, turn points, witnesses or observers required.

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

Scores are posted daily throughout the contest year, which begins in October. Pilots can be compared by total points, best single flight, or for their standing based on their six best flights. Clubs are compared by their total points scored. Every flight trace can be viewed and the IGC file can be downloaded.

To participate, make sure you are in the USA page, click on the contest registration tab and fill up the form. Flights are submitted online in IGC format and must be submitted by midnight of the Tuesday following the flight. Flights submitted later are rejected. The IGC file must be valid. A secure data logger is recommended but not required. These are the only requirements.

The easiest way to submit a flight is by using SeeYou or Strepla software. You can also upload the IGC file directly to the web site. No paperwork or other calculations are required, and this is the beauty of it. Using SeeYou, all that is needed is to click edit, optimize, and submit. Make sure to submit to **OLC-United States**, and not the International **OLC** contest. Once you submit a flight, it is immediately scored and displayed on the web site.

## THE PASCO LEAGUE IS BACK!!!

This year **Jim Alton** and **Eric Rupp** are heralding the return of the PASCO league with a slightly different format. Each event will be organized as a cross country fun fly; complete with party, seminars where possible, and SeeYou flight comparisons and debriefing sessions.

Current plans are afoot to set up 3 or 4 cross country distance weekends with emphasis placed on distance rather than speed over a fixed course. These weekend events will be held at different sites around the region is the tradition.

Team participation from various sites and team scoring will remain, and tasks are rumored to be Turn Area Tasks (using turn points with large radii around them) to allow tasks to be completed but with emphasis on maximum safe task distance by each pilot on a given day. Flights made at these events will also be allowed to count toward the Sawyer Award, so participants get a two-fer deal! More details in the next West Wind but for now, interested parties should contact Jim and/or Eric as follows;

[jim.alton@sbc.com](mailto:jim.alton@sbc.com) , [erupp@ventureassociates.com](mailto:erupp@ventureassociates.com)

### High Altitude Chamber Rides (Harry Fox)

Beale AFB has altitude chamber training dates this winter and spring on January 25, February 23, March 23 and April 21. You need to sign up at least a month in advance. Plan to stay in Yuba City the night before, since you need to be at the Beale main gate by 7AM. To sign up, call the FAA at (405) 954-6207 or (405) 954-4837. Information is available online at [www.cami.jccbi.gov/aam-400/phys\\_intro.htm](http://www.cami.jccbi.gov/aam-400/phys_intro.htm) and [www.cami.jccbi.gov/aam-400/enroll\\_military.htm](http://www.cami.jccbi.gov/aam-400/enroll_military.htm)

### Final Glide (from Bernald Smith)

We were saddened to hear of the recent death of Elena Klein. She was editor of MOTORGLIDER magazine for awhile some years ago for SSA until its publication was discontinued and incorporated in SOARING. She was also for awhile the editor of WEST WIND, the publication of PASCO. Elena was not a pilot, but a very supportive pilot's wife and one who really understood the gliding community. I recall one of her editorials describing how she discovered the thrill of being a pilot when she visited the Pali in Hawaii where the wind blows so strongly most all the time. She talked about leaning into that wind with her billowing skirt almost giving her flight and how she could control her position by leaning forward, back and sideways, although always with her feet mostly on the ground. Elena brought her unique writing talents, as described in her obituary below, to us to show what a very special friend she was to the soaring community.

**Elena Venezia Klein**, nee Cipolla. Loving wife of the late Sherburne, daughter to Pietro and Caroline, mother of

John, Anne, William, Joseph, Caroline and George, grandmother of 13 and great grandmother of 17. Died peacefully on Sunday September 26, 2004 in the presence of her family. Born in Berkeley, CA in 1913, she married Sherb at twenty three, became a mother, housewife, teacher, poet and lover of fine literature and languages. A devout Catholic, she played the organ for her church, Our Lady of the Wayside in Portola Valley, into her 80's. As an avid linguist all her life, she engaged in her French conversation and poetry classes until her death. Naturally reserved and yet a prolific poet, she self-published annually her "chap-books", revealing herself stanza by stanza.

A master of irony and understatements, she said to those standing at her sickbed, "Thank you, all, for arranging this. Please help yourselves to anything in the fridge and make sure at the party you have brie." The last of Pietro's and Caroline's children that included Roma, Remo, Buell, Vic and Mick, Elena leaves three generations a legacy of curiosity, creativity and strength. She will be missed by her family and many, many friends.

## 2004 PASCO SEMINARS & BANQUET

This fine annual event was held in last November at Pleasanton Hilton Hotel; we had a good (but not fantastic) turnout of about 60 people for the seminars and about 80 people for the banquet.

An EXCELLENT set of seminars were put on by our local pilots, by our local pilots; special thanks go to Ramy Yanetz, Yuli Gerchikov, Kempton Izuno, Marc Ramsey, Hans VanWeersch, Jim Goetsch, our local hang-glider and paraglider champions gave us a tremendous introduction to their soaring world (and I want to try it myself now!! *Ed.*) and also to Karol Hines for facilitating the final panel discussion on the future of soaring in the region; This was done to provide a discussion forum for the regions pilots and operators to raise their key concerns and for PASCO to have a way

to make sure that we have key input from the region to help ensure our activities are targeted at the key areas.

We had a lot of very spirited and constructive discussion; here is a brief summary from Karol on the major outcomes of the session.

Panelists:  
 Marc Ramsey, PASCO President,  
 John Volkober, SSA Region 11 Director,  
 Drew Pearce, Owner/Operator Soar Hollister,  
 Monique Weil, Northern California Soaring Association,  
 Tony Sabino, Owner/Operator Soar Minden  
 Rolf Peterson, PASCO FAA Liaison  
 Harry Fox, BASA President

Each panelist gave a 5 minute statement. Following was an open discussion between the panelists and the 30 or so attendees. There were common themes that emerged and the conclusions were:

- 1) We need to develop programs that "Fill the gap" between solo flight and cross country flying. The FBO's both said that they can get the people to come take lessons but need help in KEEPING THE PEOPLE THAT SHOW UP!
- 2) For the people just getting into the sport, we need to PROMOTE THE CLUBS as a way to make soaring more affordable. The clubs both expressed a desire to get more members. This will help them both financially and give a boost to a waning volunteer force.
- 3) To keep the sport growing and have a better chance of "keeping the people that show up" we need to do some TARGET MARKETING, to reach that audience. A slogan was suggested to reach the community of pilots that do not have their glider rating, or have not really used it:

**REAL PILOTS KNOW HOW TO SOAR!**

*Move to Soaring Paradise!*  
 Minden-Gardnerville-Carson Valley-Carson City-Lake Tahoe

**SAVE!**      \$\$ Hundreds on the sale of your home -  
 (anywhere). CALL ME BEFORE YOU LIST!

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 sam@move2nv.com

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 \$40 for Electronic Barographs, EW, XYLON,  
 GPS Navigators: Cambridge, Filser, Volkslogger, etc.  
 Will Calibrate as you wait (1.5 Hr) by appointment  
 C.H. Engineering  
 1230 Riverberry Drive  
 Reno, NV 89509  
 Phone / FAX (775) 786-8505  
 E-mail: cdherold@gbis.com

## Join PASCO today!

Annual membership just \$25, receive a years subscription to WestWind, and help support Soaring in the Pacific region.

Contact Ty White at [tylerwhite@earthlink.net](mailto:tylerwhite@earthlink.net)

### Club News

**News from Byron ;** No formal news but some nice club photo's taken on New Years Day by Morteza Ansari; Enjoy!



## News from Hollister (Drew Pearce)

We have several notable achievements at Hollister in the last few months; Richard **Starling** and **Daniel Ruegemer** for passing their Private Glider check rides on Nov 20<sup>th</sup>; Richard **Cramer** and **Larry Birndorf** for their first solo in a glider. **Terry Byers** and **Greg Retkowski** earned Private Glider Ratings and **Jeff Dobbek** earned his Commercial

## News from Minden (Rick Walters)

There is a sponsored event to come, probably a cross country camp and possibly a new format PASCO League event toward the end of the season; watch this space for upcoming news! This will be assisted by a tourist grant procured for soaring at Minden by airport manager Jim Braswell.

## News from AirSailing (Stew Crane)

The Gerlach Dash (replacement for the old Fallon Dash for you outsiders) has been scheduled for **August 13 and 14<sup>th</sup>**. For those who have not participated before, it is a cross country run from Air Sailing Gliderport to Gerlach, NV on the beautiful 100 mile long white alkali Black Rock Desert.

**Cindy Donovan** has volunteered to run the Dash. The local establishment, Bruno's, hosts a paid dinner at the end. There is also a separate course for to provide more challenge for the modern ships but the standard straight line course is very friendly to 1-26's. NSA has regularly taken one or two of its 2-33's on the event (mentor in the back, cross country neophyte in the front). It is a fun sorta campout Saturday evening (Bruno has a few rooms to book) and then folks [try to ] fly back to ASI on Sunday, WX permitting. (Cindy's contact info is on the letterhead **Ed**.)

## CAMPS and CONFERENCES

### 2005 SSA Convention in February!!

The convention will be at Ontario, California on February 9 through February 12, 2005. [The Ontario Convention and Visitors Bureau](#) is a great site for information on all the places to visit while in Ontario.

The Ontario Convention Center is a state-of-the-art facility located two blocks from the Ontario International Airport surrounded by the San Gabriel Mountains. With a 70,000 square foot exhibit hall, a 20,000 square foot ballroom and over 24,000 square feet of additional meeting rooms, the Convention Center is located between Los Angeles and Palm Springs.



## The SEVENTH PASCO Cross Country Soaring Seminar

This event is being organized by Carl Herold once more this year, to be held from **8 a.m. to 6 p.m. at UC Berkeley, California** in the LaCont Physics Building near the Campanile on **Sat 26 Feb.** The focus of this years seminar is;

### **"EXPLORING SAFE SOARING ON THE EAST SIDE OF THE GREAT BASIN FOR RECREATION, BADGES, RECORDS, & RACING"**

#### **TOPICS TO BE PRESENTED ARE:**

**Kenny Price:** Williams Soaring will be adding new programs to support fledging licensed pilot to transition to developing Cross Country soaring tools at their Home Gliderport before heading to the GREAT BASIN of NEVADA.

**Rolf Peterson:** XC SOARING for Pilots New to the PARAWAN SOARING PLAYGROUND

**Kempton Izuno:** XC SOARING for Pilots New to the ELY NEVADA SOARING PLAYGROUND

**Carl Herold:** Improve your Achieved Speed Skills by avoiding low altitudes and slow legs

**Marc Ramsey:** Current Developments on FLIGHT RECORDER and Moving Map Displays for Soaring Pilots

**Carl Herold:** XC soaring tools to learn and recognize when and where to safely cruise long distances without circling in Snow Virga and Light Rain Virga streets.

The registration will be \$60.00 for the seminar and each delegate will receive a CD of the Seminar. For more detailed information contact:

**Carl Herold, PASCO SEMINAR CHAIRMAN**  
P.O.BOX 5879, Reno, NV 89513  
Phone: 775-827-3376  
E-Mail: cdherold@charter.net

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The 2004 XC SEMINAR CD's will be fully packed  
with information will be mailed to all Registered 2004  
Delegates by 31 January 2005.  
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## AirSailing Camps

### **THERMALING CAMP;**

The **TENTH** annual Thermaling Camp will take place at **Air Sailing May 23 - 27, 2005**. This seminar includes daily morning ground school sessions and a full afternoon of hands-on learning about how to thermal your glider efficiently and safely. **Contact Rolf Peterson, Camp Manager**, 2618 Tahoe Drive, Livermore, CA 94550 (925) 447-5620 [rolfpete@aol.com](mailto:rolfpete@aol.com)

Participants must have:

- Student (signed-off for solo) or private glider rating
- 5+ Hours of solo time
- Glider with liability insurance and oxygen system (gliders are available for rent)
- Current San Francisco and Klamath Falls Sectionals
- Air Sailing Membership (required) is \$35 per year. For pilots coming to ASI for the first time, your first year's membership is free.

Participants are encouraged to bring two-place gliders and their instructors.

**CROSS-COUNTRY CAMP;** The 19th annual Cross Country camp will take place at **Air Sailing on July 24 - 29 2005**. The objectives of the Cross-Country Camp are to develop and sharpen your cross-country soaring skills through comprehensive lectures, practical demonstration, and daily practice of the basic and intermediate concepts and skills involved in conservative, recreational cross-county flying. This five-day camp is intended for intermediate-level soaring enthusiasts who want to;

- Develop and sharpen their cross-country soaring skills
- Learn efficient thermaling and cross-country soaring techniques, and
- Gain the confidence to advance and enhance their cross-country soaring abilities without increasing their risk-level.

Participants must have:

- Private Glider Rating
- 30+ Hours Solo Time
- Glider and Trailer
- Proof of Liability Insurance
- Oxygen System
- Paid the Registration and Participant Fees
- Current San Francisco and Klamath Falls Sectionals

Crew is not required, as strong emphasis will be placed on returning to the gliderport each day. Aero retrieves are available from approved airports. Gliders are available through the Nevada Soaring Association club.

**Contact; Dave Prather**, 3179 Boeing Road, Cameron Park CA 95682-7821. Ph 530-672-6993, email [dwprather68@yahoo.com](mailto:dwprather68@yahoo.com)

### **SSA Booth at the 2004 AOPA National Convention** By Jim Skydell, Region 12 Director

On October 21-23, a dozen Region 12 glider pilots staffed an SSA-sponsored booth at the AOPA convention in Long Beach, CA. Our basic theme was: "Soaring, THE high performance rating."

First, sincere thanks to Doug Easton, Region 12 member and SSA Director-at-Large (elect), who lent us his plasma screen TV and edited video that made our SSA booth an absolute show-stopper. Doug, along with additional R-12 members Dave Raspet, David Norinsky, Peter Kovari, Jason Mukherjee, Fred Bonar, Mike Koerner, Dave Romer, Derek Lisoski, Doug Turner, and Charles Vorsanger did terrific work over 3 days, selling soaring to many hundreds of power pilots.

Second, thanks to all the SSA staff at Hobbs (Rhonda, Gaynell, Alan) who contributed to printing and shipping everything to the show, and coordinating things with the event decorator. We distributed roughly 350 SOARING magazines and SSA membership applications, and a similar number of Region 12 "Soaring in Southern California" trifold brochures. These listed all glider clubs and commercial operators in Region 12, and included reminder cards for our February convention, the basics of glider add on ratings, and \$10 discount coupons). Since virtually 100% of attendees were power pilots, each received a detailed information sheet regarding the glider add-on rating.

We shared a double length booth with Pat Costello, who supported soaring and the SSA by joining us. The synergy of our side by side backdrops was an extremely impressive and professional display. Thanks so much Pat for helping us. Immediately after setting up the booths, Pat had to unfortunately return home to Tempe because of illness in his family. We missed him, but did our best to sell aviation insurance (or at least pass out his literature).

Five people were in the booth at all times over 3 days, and there was little time to rest. With permission of the filmmakers, we ran clips from Redline Sky, A Fine Week of Soaring, and Smokin' (from the U.K.). Many people were referred to the SSA web site to purchase the videos. The booths were perfectly positioned in the exhibit hall, at the top of a "T" intersection. The 42" TV

simply stopped everyone in their tracks. This gave us a chance to slip along side and ask, "Ever flown a glider?" Close to 60% said yes, less than 10% had glider ratings, and roughly 5% were actively flying gliders. Of those who said no, nearly everyone voiced something along the lines of, "I've always wanted to do that."

Many were surprised that the glider add-on renews a BFR, and how few flights are required to obtain the rating. Few understood that the FAA views motorgliders as gliders, and that medical certificates are not required. Roughly 80% of people were from CA, and most seemed very interested in attending our own convention in February. I met several "ex" SSA members, and was not shy about saying "we need you back."

We pushed our "\$99 Special" Lesson very hard, but it proved to be an extremely difficult sell. SSA donated all the "Glider Flying Handbooks," which were combined with an approx. ½ hour flight and 1/2 hour of ground school. We stressed that this could be the first flight in getting a glider rating, and sold a total of 10 "Specials" in 3 days. There was only one difference between our "Special," and the one sold by Philadelphia Glider Council members at last year's AOPA convention (in Philly, where 55 were sold): Theirs was for two flights in a club setting, while ours was for one flight at a commercial operation (we even used PGC's graphic in our booth, on a new 3 X 2 ft poster). I was disappointed with this result and am concerned about what it bodes with regards to our soon to be released national FAST! (Fly a Sailplane Today!) program, which also at \$99.00, clearly needs more thought regarding pricing.

SSA donated one \$99 Special for a free drawing, and we collected 145 names and addresses for marketing. I surveyed the entire show, and think our drawing prize was the most valuable being given away. The winner was Gary Reed, a Citation pilot from Compton, CA. who was very excited about taking his free lesson, and thought he would go ahead with the add-on rating.

I made contact with several companies who are considering a booth at the SSA convention, as well as the publisher of Pilot Getaway Magazine, who is thinking about doing a feature on soaring.

Was it worth all the work and expense? It will be difficult to access our return on investment. A clue that we were successful will be a jump in R-12 SSA membership, or perhaps an increase in Convention attendance. Given

the clearly high level of interest displayed by the AOPA attendees, it appeared to be a "target rich" environment.

Although it was certainly fun talking to people about soaring, the next time I decide to spend 3 days in a row doing something like this, someone take me out behind the wood house for a little chat, please.

## **Major Airspace Grab! (Harold Gallagher, Avenal)**

Hi Everyone, You may have read lately about the attempt on the part of the Defense Dept to take control of a huge (2100 square miles) chunk of airspace over the Central Valley. Called the Lemoore MOA, this proposed sector goes all the way from just west of Chandler Airport in Fresno to the private Avenal Gliderport and from just south of Mendota to just north of Lost Hills. It covers an area of approximately 30 nm by 70 nm. According to the informational website of NAS Lemoore, the US Navy and California Air National Guard (CANG) have initiated the establishment of a new Special Use Airspace (SUA) consisting of a Military Operations Area (MOA) and Air Traffic Controlled Assigned Airspace (ATCAA) at NAS Lemoore,

California. The airspace would be 30 nautical miles by 70 nautical miles and would be divided into 5 sectors. The airspace would enable Navy squadrons at NAS

Lemoore and the California Air National Guard (CANG) to meet mandated Department of Defense (DOD) training objectives

It is anticipated that MOA operations in sector C (the area overlying the most densely populated area of the MOA) would have a base altitude of 16,000 feet MSL to allow for air station departure/arrival procedures which are currently in effect. The EA is evaluating 5,000 to 35,000 feet as the vertical limits of the MOA and ATCAA. The majority of MOA training operations would take place at high altitudes and over unpopulated and sparsely populated areas.

<http://www.lemoore.navy.mil/moa/>. Air travel in the Central Valley would be tremendously and negatively impacted by establishment of the proposed MOA. For your information, I have inserted at the bottom of this message the entire text of Section 3-4-5 of the Aeronautical Information Manual which partially states, Examples of activities conducted in MOAs include, but are not limited to: air combat tactics, air intercepts, aerobatics, formation training, and low-altitude tactics. [Emphasis added.] As you can see, Military Operations include a wide range of hazards for General Aviation, despite the limited activity described in NAS Lemoore's FAQs. General Aviation would have no control and very little influence over Military Operations at the proposed MOA. AOPA opposes the establishment of the MOA and is encouraging those opposing to comment directly to NAS Lemoore. If you oppose the MOA, please send a message to NAS Lemoore and encourage other pilots to comment as well. Even if you don't currently live in the

Central Valley we really need to unite and defeat this proposal. Now it's the Central Valley, perhaps later it could be the area in which you enjoy freedom of flight. NAS Lemoore can be reached as follows: Lemr\_csfwpmoa@navy.mil or write to:

**Commander Strike Fighter Wing  
U.S. Pacific Fleet (Code N30)  
(ATTN: Lemoore MOA)**

**001 K Street  
NAS Lemoore, CA 93246-5022**

Please include name and mailing address with all correspondences. Thanks for your time and interest in defeating this airspace grab.

Harold Gallagher

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## **TRUCKEE BLIZZARD (Sergio Colacevich)**

Soaring is amazing because it is so dependent on the weather, and the weather is difficult to assess in advance and difficult to understand while it is going on, not for to speak of predicting what it will do next. But despite of all this, we still like to fly immersed in the weather. Maybe this feature, this uncertainty and constant guessing that we are obligated to live with, is the very thing that fascinates and attracts glider pilots to get into it once more, to see if we can pull it together another more time and do the flight that we want to do, and come back home with a victorious feeling inside.

Weather is more unpredictable at the beginning and end of the season. I had another end-of-season unpredictable, but fascinating flight in Truckee just a few weeks ago. Here is the story.

Sunday September 19. At 10:00 AM and until 11:00 AM the sky is lovely with nice looking puffy cumulus clouds, and the very clear and fresh air that shows up after a cold front has just passed. The forecast is for cloud base to 11,000' or 13,500' depending if you believe Doctor Jack or the Reno Forecast and Kevin Ford. All of them project marked instability with 50% chance of rain or snow. But surely it does not look bad at this time and I take off at 11:29. Please follow the steps indicated in the map.

A – 11:49 AM - 10,100' – Crossing the ridge to the Minden Valley and unknowingly getting into trouble. Finding some lift over Washoe Lake.

B – 12:07 PM - 9,000' – Close to the Carson City airport. Looking toward South Lake Tahoe and noticing a wall of cloud and white stuff coming down from the mountains behind it. But the sky looks great to the east and the south. A couple of minutes of examining the situation and I decide to try and go back to Truckee immediately. I cannot go around to Air Sailing and Reno Stead because there are the Air Races today. However, I cannot find a good climb and I follow the clouds at low altitude up to Mineral Peak. There I find good 4 to 6 knots lift.

C – 12:41 PM - 12,000' – I am just above glide for Truckee and directing there. The clouds in front have progressively lower bases and I can see that they hang on the ridge east of the Tahoe Lake. Directing towards the gap of Marlette Lake.

D – 12:58 PM - 9,000' – Clouds too low above the ridge, not enough clearance to pass. Directing to another gap to the north. Sink and turbulence. Strong sink going towards the ridge. Turbulence and fast sink closing to the ridge. Cannot make it through the gap.

E – 1:00 PM - 8,200' – Turning back. Low point at 7,000'. While climbing in a weak thermal, Joe Silvestri calls from Truckee, probably from the towplane. I answer, but he cannot hear me. A couple of minute later, I call Truckee using the cellular. Joe advises that there is a snowstorm at Truckee right now and it looks it will be like that for a while. The wind comes from the southwest and I find lift on the southwest side of the Spooner Summit. I slowly climb taking the best of the turbulent lift. Going to the west side of Spooner Summit. Disturbingly turbulent lift, violent at times, both up and down. Along the ridge I keep the speed at 60-65 knots and over. I go back and forth in front of the Summit until I get as high as the top. In the direction of Truckee there is a storm. I think that I will try to wait here until the storm clears. I move to a smaller ridge closer to the lake and circle patiently.

F – 1:43 PM – 9,000' – Snow begins to fall near the Spooner Pass between myself and Minden. I wait until the visibility is reduced to the limit of tolerance, then I direct through the Pass. One mile after the Pass visibility improves markedly and I see that the Minden Valley is still without storms.

G – 1:57 PM - 5,900' – Low point close to Minden Airport. A very weak thermal drifts me towards the east. It slowly improves until I get 5 to 6 knots. There are a couple of gliders flying lazily around Minden. Climbing I can see that all the east Tahoe ridge is covered by low clouds, although it is somewhat clearer toward the west ridge of Lake Tahoe. I think that some calms after the storm may be about to come out.

H – 2:19 PM - 10,000' – I go towards the ridge under cumulus that appear like rotors, and see lenticulars above. Can see the sun lighting the ground here and there. Nearing the Tahoe ridge, I work typical rotor lift without being able to gain much altitude.

I – 2:42 PM - 8,300' – I find strong ups and downs until I enter a decidedly down current. Back to Minden Airport in a hurry.

J – 2:46 PM - 6,200' – Closer to Minden Airport, but now more confident to find lift around here. Gliders still flying out of Minden. I find a nice thermal that takes me higher and higher.

K – 3:04 PM - 11,000' – Let's try again. Towards the ridge and on the Lake Tahoe there is sunlight passing in the space between the clouds. There are storms towards the Pine Nuts but not many in the Minden Valley. Again the clouds become lower going toward the Tahoe ridge. There are low clouds over the lake too. I am going straight towards Truckee. I am barely at glide slope, but the wind has a southern component that will help me. Again the clouds are lower in front and I cannot discern what happens beyond the next cloud. I am over the lake now and still there is weak lift that allows me to bounce aloft. I can see from the wavelets that the wind is from the south. All of a sudden I can finally see the north shore of Lake Tahoe, but wait! Above the Brockway Pass the ridge is covered with very low clouds that form an impassable wall. 30 seconds to assess the situation, then back in a hurry.

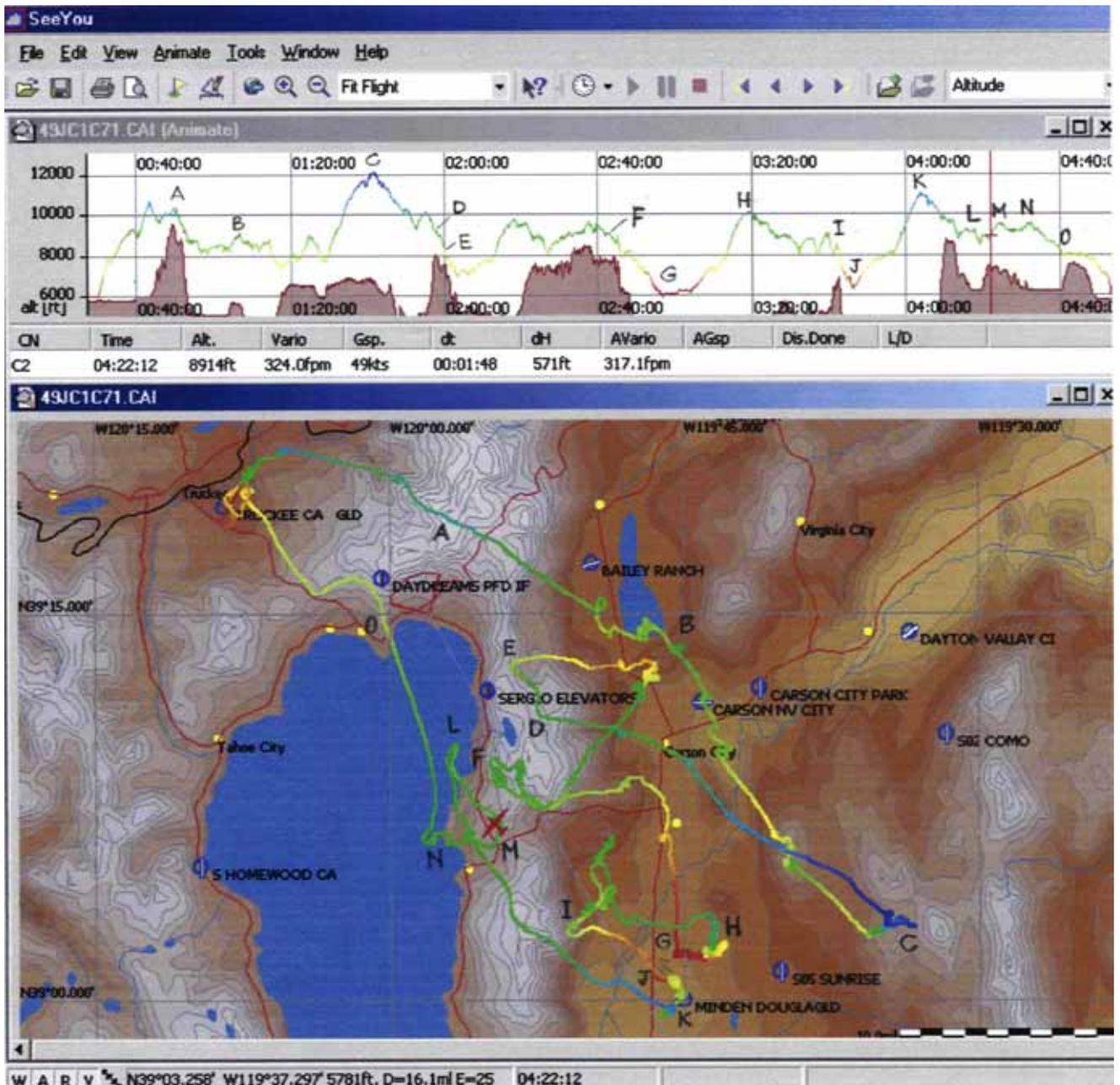
L – 3:18 PM - 9,000' – In the trip back, instead of the semi-lift I found before there is semi-sink. Unnerving, but I could see that I can make it through the Spooner Pass if needed. I can wait here though, for the clouds to clear.

M – 3:28 PM - 9,100' – I call Truckee and ask for the situation. Steve Asher says that there is no storm now. I ask about the clouds on top of the Brockway Pass. He says that the clouds have risen for what he can see, and there is room to pass through now.

N – 3:32 PM - 9,400' – Let's try again. Following the clouds I find lift offshore, and I get all the altitude I can, climbing under a cloud about a mile inside the lake. I am in a marginal glide but I see a stiff wind on the lake pushing the waves straight north. The lift is ended; the atmosphere is slowly sinking here. Another couple of minutes and I am committed because from now on I cannot reach the Spooner Pass any more. I see that the low clouds that were over Brockway Pass only 15 minutes ago have disappeared completely. But there are high black clouds. Reaching Kings Beach I find weak lift, but much less than what I hoped for.

O – 3:41 PM – 7,900' – I have never been this low here. For the first time, I see that I cannot pass near Martis Peak as I normally do, but I have to deviate to the left toward the lower altitudes of Brockway Pass. I was counting on the south wind to help in negotiating the ridge, but the lifting effect of the wind is weaker than expected. I am higher than the ridge but I do not trust to cross it, I am too low above the trees and I am concerned about the sink on the lee side. The lee side is flat, not much room for recovery in case of sink. So I go around all the way to the Brockway Summit, taking advantage of some ridge lift, which improves markedly near the very summit of Brockway. Here I gain 100', which are very welcomed, and with a sight of relief I finally cross in the Truckee Valley.

I land at 3:55 PM. The friendly Truckee Staff on the ground is happy to see me, and I am very happy to see them. It took 20 minutes to get into trouble, and 4 hours to get out of it. But, I got more satisfaction from this flight than from many other 300 or 500 km flight that I did this past summer.



## High Country Soaring brings the World to Ely, July, 2004 By Gretchen Hurner

( A report from the local Ely newspaper on the 2004 Camp, run by Tom Stowers)

Tom Stowers, owner of High Country Soaring in Minden, brought more than 30 pilots to Ely this year. The two-week camp ran in July 2004 through Sunday. The men and women are from all over the globe: New Zealand, Germany, Canada and Australia are just a few of the places the gliders call home. The two-week event has become an annual tradition. "The best of the best come to Ely; it is the best flying in the world." Stowers said. Many of the

pilots who participate hold world, national and state records. Several of the pilots have been on waiting lists for over two years to participate in the High Country Camp. Some came back to Ely in the anticipation of great flying and setting new records or shattering old ones.

Belmont, Calif., resident Debbie Kutch, a speech pathologist at Stanford University, holds 11 national records and many Nevada and Utah records. Some of the records were completed with partners and some alone. Kutch, started her love of flying in 1983 and has held a single engine rating for five years. "I love to fly over the western United States. I love the soaring safaris, taking off at one airport and flying several hundred miles to land at another. "That is challenging flying. "It is hard on the ground

crew so we come to the best spot for the best flying. It also helps when you are married to the best co-

pilot and ground crew that ever lived," Kutch said, referring to her husband Pete.

There are seven ground crew members for the camp. Three tow plane pilots are included in that number. The morning starts off with a briefing. It includes a ground-crew report and a weather report. The ground crew then tow the gliders to the end of the airstrip, where the pilots prepare and check their instruments. After the wings are cleaned of any dust and all of the instruments are double checked the pilots get in their soar planes -- in some models two; in others just a single occupant. The ground crew then removes the ground handling gear that includes the tail dolly and tow bar. A tow rope is then attached to the front of the glider with the other end attached to the tow plane. The ground crew will then hold the wing tip level and after the tail rudder is "wagged" the plane will take off pulling the glider. One member of the ground crew will run with the glider holding the wing tip until the speed allows the wings to be level on their own. Up and away is the next step, when the glider pilot determines that they are in a good thermal they will signal the tow pilot and release the tow rope.

The glider pilots are then making decisions every few seconds about rising and falling air, location of thermals, elevation, barometric pressure, how close together the thermals are developing, the strength of the thermals, the time of day, learn the trend for that particular day, how fast they should be flying, should they climb to the top of every thermal, terrain: flat land or mountains, ambient air temperature, increasing or decreasing cloud cover and many other decisions, experience and skills dictate for the flight. Many of the glider pilots told the Ely Times, Ely has some of the best flying in the world.

The High Country Soaring Camp can only accept about 33 gliders now. Stowers noted if an increase of paved space were available, he would bring as many as 60 gliders in for the two weeks. World, national, regional and state competitions are a strong possibility to be held in Ely because of the good weather conditions in the Great Basin area, along with low humidity, valleys and mountains. The north, south orientations of the mountains creates more organized thermals, weather patterns and predictability.

A Nevada pilot, Reba Coombs, executive assistant to the chief of staff in the governor's office, has been flying since 1982. She explained "This is big boy country. In a glider it is pure flying in three dimensional space. This is a fun, challenging and labor intensive. I learned in Scotland where you learn every aspect of flying. How to land out away

from the airstrip. Safety is number one along with monitoring oxygen, food intake and hydration." She went on to explain about the designs of the gliders. "After World War II, the Germans were prevented from manufacturing jet airplanes. The attention was then turned to gliders. They have worked on perfecting the design, a glider that is one mile up in the air with still air and no lift can travel as far as 50 miles." With Ely, being visited by world class pilots and more camps reserving the airports every week. The sight of gliders in the air will become an even more-common sight.



The High Country Soaring pilots couldn't enjoy the skies over Steptoe Valley without the help of the seven ground-crew members, shown preparing a groovie bird in this photo.



**Debbie Kutch, a speech pathologist at Stanford University, brought her Stemme motor glider to Ely.**



**Just because Yelland Field isn't LAX doesn't mean traffic doesn't get backed up occasionally.**

### **2004 Cross-country Camp at Air Sailing** **(Matt Heron)**

Dan Richards and I, both Crazy Creek pilots, attended this year's X-country camp at AirSailing. It was my second camp, and every bit as good as the

first. The morning seminars, covering every aspect of x-country from safety to weather to landouts to strategy were outstanding, and the course notebook, fat with articles, diagrams and distilled personal experience, was worth the \$300 course fee by itself. This is a camp I would recommend to anybody without hesitation.

We flew every afternoon from a very efficient, professionally staged launch cue with two volunteer tow pilots tugging us aloft. With experienced lead pilots to guide us (2-3 students to a lead) there was plenty of opportunity for practical learning in the air. I had only one afternoon with my lead pilot (Dave Prather was co-running the camp with Dick Horn, and had many things on his mind) but it was memorable.

The soaring weather was generally good, if not exceptional, with some interesting variations. Wednesday's sky filled early with heavy overcast, and the word from weather guru, Chad Moore was: tow high, utilize orographic lift and try to stay up.. Most people expected to be on the ground in 30 minutes, but surprisingly most of us found sources of lift, and as the day developed, a line of blue sky appeared across the west and slowly began to spread over us, bringing big lennies with it. A few pilots punched through into the wave. Dan landed well after seven that evening, and reported riding the wave to 17,500.

We flew the Palomino Valley (local soaring) until the last day, sharpening our skills. On Friday, I declared a gold/diamond out and return to Mt. Patterson, but weather (and skill) conspired against me. I needed 12,500 to jump from Pond Peak at the south end of the valley across the I-80 gorge to ridges that would take me into the Carson Valley and further south. I got to Pond late, and by 3:15 could only manage 11,500, so I abandoned the attempt and consoled myself with another interesting tour of the valley. As it turned out, conditions did not permit anybody to get very far south. Next year.

#### **High points:**

Ridge soaring the Tule Peak area just north of AirSailing. My ridge experience is limited, but with a good escape route to the south and steady winds, I got into it, experimenting with speed and closeness to the ridge, learning a lot about climbing a ridge, and never pushing the envelope too close.

Conversation with my clip board in zero gravity. Flying in turbulence, I arrived at a wonderful moment where my chart board left its resting place and floated to a horizontal position just north of my nose where it suspended itself for what seemed like minutes, but was probably just a second or two.

Reliable launches on a sound tail wheel. Runway 17 runs downslope 1-2 degrees and is the standard launch strip. Often there is a quartering tail wind from the left. Last year I discovered a lethal combination in my LS-4's CG hook plus quartering tail wind plus a gotverdampten European skate wheel at the tail that was prone to swivel on its rubber skeg and steer me left off the runway and into the sage. I aborted several launches and damaged the tail wheel and gear doors on another. Last winter Rick Anderson fitted a full-sized inflatable tail wheel and this year I steered easily down the runway on every launch.

#### **Low Points:**

Circling in a good thermal in the mountain gap where a highway runs north to Pyramid Lake, I was joined at a lower altitude by another glider from our group. He was making fast wide circles outside me, and I complemented myself on coring more tightly. But gradually he rose to my altitude, and then climbed above me where he centered the true core and climbed thorough the thermal into wave above while I maxed out below. A humbling experience.

Blowing a trailer tire on I-5 about 20 miles south of Williams just as I had announced aloud that the return trip was "going well." Semi's whooshing by every few seconds, shaking the trailer as they passed. Took half an hour to extract the spare from the trailer, and then it was flat. Fortunately I had a pump and was able to get at the spare without unloading the glider. While jacking the trailer precariously on my Volvo jack, a passing semi knocked it off the jack, but not before I had assessed the danger and lowered the trailer struts to take the load. Mounted spare and proceeded slowly onward, chastened and grimy.

Among the best parts of the AirSailing experience were the conversations that took place every evening as we gathered in the clubhouse to review the day's flights. The good and the bad experiences were both instructive, and I listened particularly closely to old-timers like Bob McKay who's been flying at AirSailing since its founding and knows every rock and every reliable thermal generator. One evening Chad took us on a tour of local landout sites (followed by a bar tour), and the final evening there was a BBQ banquet.

AirSailing is a non-profit, volunteer run operation. The spirit of helpful friendliness is remarkable, and the camps – thermal and cross-country – are the world's best bargains. I'm well on my way to making it a habit.



**(530) 587-6702**

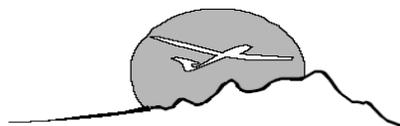
- Open May 1 - October 2
- Tows, Instruction, Rides, Rental
- Camp in the pine trees at the Airport
- Shower, bunk room golf carts, tie-downs
- Friendly and Fun • Sat night Bar-B-Q

## Williams Soaring Center

*Proudly servicing the Soaring Community for over 15 years*

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Winter Instruments</li> <li>• Tost Products, Tire Releases</li> <li>• Mylar Seals, Wing Tape</li> <li>• Pilot Supplies</li> </ul> | <ul style="list-style-type: none"> <li>• Cambridge GPS</li> <li>• Oxygen Systems</li> <li>• Flight Accessories</li> <li>• Training, Rides &amp; Rental</li> </ul> |
|--|---|

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### **ANOTHER GLIDER WORLD RECORD FOR STEVE FOSSETT** December 6, 2004 –

Adventurist Steve Fossett, who plans to circumnavigate the earth solo this month in the Virgin Atlantic GlobalFlyer, set a new free distance (straight-line) world record of 2,187 km (1,358 miles) in an ASH 25M high-performance sailplane on December 4. He and copilot New Zealand's Terry Delore soared from the Argentine cities of El Calafate to San Juan-about two-thirds of Argentina's length-in 15 hours, 42 minutes. That's the same distance as New York City to Dallas.

"This is one of my gliding ambitions fulfilled-and I know it has been one of Terry's goals for over 10 years as well," Fossett said. "The conditions are

fantastic and it is just great to be flying along the Andes, going for records." Many of the top international pilots, including Klaus Ohlmann, are here for the Argentine spring season, and it is a privilege to be competing with them."

The FAI (Federation Aeronautique Internationale) recognizes 21 major world records in gliding. Since Fossett and Delore teamed up in 2002, they have broken 11 "open class" records. Ohlmann held the previous free distance record-2,174 kms-set in 2003 over the same course. (FAI must verify the record before it's official.) Fossett now holds world records in five categories: hot-air balloons, airships, sailboats, gliders, and jets. He will attempt his nonstop, 80-hour solo flight around the world in the Burt Rutan-designed GlobalFlyer in early January 2005 from Salina, Kansas.

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### **LATE SEASON FLIGHT** (Sergio Colacevich)

Sunday September 14 2003, in Truckee. Another two weeks, and we go down to the valley because of the winter closure. This year the season wasn't great, and the first half of this September was not different. In particular, last week was really bad with dry east winds, and yesterday, as they are telling me this morning, nobody flew.

Today the forecast is for a shift to west winds in the middle afternoon. Only Tony Gaechter and two club ships will attempt to fly today. Still the lift is forecast to be decent in the South with reasonably high cloud bases, and hopefully an early afternoon shift of wind. I declare White Mountain Peak and maybe Schulman Grove. I load 80% water and wait for the temperature to slowly creep from the 32<sup>o</sup> of the

night to the 72° of the trigger temperature. The day is calm and pleasant on the ground.

At 11:30 a sudden wind develops: thermal! I immediately collect help to go to the beginning of Runway 19. While traveling with the golf cart, I remark that by producing sustained wind for about four minutes now, this thermal must be quite strong. After another four minutes, I consider that this thermal must be strong and durable and pretty large. But then after another three or four minutes, I begin to think that this must be not a thermal, rather, the wind that was expected for the afternoon. Now that I have started the whole

movement of people, tow plane etc., I do not feel I want to call it off. I'll go up and try to stay up.

However, it works all right and I find four knots, petering to two at 10,500'. I move a couple of miles and reach 11,500', and sneak out in the Carson Valley towards Mineral Peak, which I reach below 8,000'. I see many clouds at Mt. Patterson, and even a couple near Topaz Lake. A fire west of Alpine County Airport forms a couple of clouds. The smoke drifts innocently to the east, but it affects only a small part of the lower Minden valley.



**Fire west of Alpine County Airport forming two clouds.**

There are a couple of thermals that allow me to reach Mt. Siegel as low as I ever have been there: 7,500' with 300' above glide to Minden. But there is a good ridge lift and I soon find a place where to circle to 9,200'. I cannot go any higher and continue

along the ridge to the south end of the Pine Nuts. I am low above the ridge and have just 100' above the last peak. The clouds at Topaz Lake are aligned in a street and I try to reach them, with an eye to the Topaz International strip.

I have to cross the Topaz Valley and the Topaz Lake under some weak clouds to reach the hills on the west side. Continuing while the ground rises, in an unlikely spot I feel air rising. About to circle, I see two big birds 100 yard in front of me, at my altitude. They are two eagles. I overtake them and begin to circle. They are looking for lift too, but do not seem to worry. I wander around searching for lift and they are doing the same. All three of us remain at the same altitude for a couple of minutes, with my glider ending up 200' above them. Then the lift improves and they gain on me. After five minutes they are 1,000' above me. They do not just circle, they wander around artfully in mysterious, efficient ways.

They leave but I can take the lift up to 10,500', enough to cross toward Mt Patterson. On the foothills of Mt Patterson, at the southeast side of the Topaz Valley, I finally find 4 to 6 knots that take me to 14,500'. Another glider nearby announces to be at 15,000'. Looking around, I see it about two miles away. I leave with the McCready at 2 knots. The GPS tells me that I have head winds coming from the south- southwest. I can see

that the clouds are aligned in distinct convergence zones, more extended in the south direction. I see no clouds to the east of Mono Lake as well as over Boundary Peak. The clouds instead go directly in the direction of Schulman Grove.



**Smoke drifts innocently across the lower Carson Valley.**

With the McCready at 4, I cross the desert touching a maximum of 17,000' and get the last cloud near Benton before crossing directly toward White Mountain Peak, which sports a nice cloud. Approaching the mountain the air becomes buoyant. I reach White Mountain Peak 300' below its top but I find a vigorous thermal that takes me to 14,800'. It is quarter to three, I think I can make it to Schulman. There are a few weak clouds on the mountain ridge with better clouds two or three miles east. I find lift in the blue and under wisps of cloud, then a strong thermal just one mile from Schulman. On the way back I am getting lower and lower, and at White Mountain Peak I have to deviate to the west towards the Bishop Valley. 600' below the Peak I catch a strong thermal. Some people at the Peak around the refuge look up while I am going higher and higher. I get 11 knots for a minute or more, climbing up to 16,800'.

On the way back and approaching the Sweetwater Range, I cannot see what is going on ahead of me on the way home. The air is very hazy. It looks like there is a line of cirrus clouds, until I realize I am in smoke. The smoke becomes denser and denser. I can see cumulus clouds to the east toward Fernley,

but I can't tell if there are clouds on the Pine Nuts. I find good clouds and good lift at the Sweetwater



**On the way back, east of Mono Lake.**

Range. I try to stay high but as many times before, the last clouds are the poorest. So I leave the Range at 15,800'. The computer tells me strange things. First, it says that I have 10 knots head wind. With this wind, the computer says that it is impossible to reach Truckee. I am just at the top of the layer of smoke and slowly descending into it. I

was right here just two hours ago, but the air was completely clear then.

The smoke is whitish, thick. No smells. It becomes thicker to the point that I cannot recognize ground features below. Is that the Rosaschi airport? Hmm, may be not. Still slowly descending, but not entering the smoke, I can see the clear sky above but nothing but smoke on the distance. I am following the GPS direction for Truckee. A few times I look down trying to recognize the terrain, then I look at the GPS one minute later finding that I am off course and I have to make corrections to my flying path. Checking the GPS again, now it tells me that I have 9 knots tailwind and 1,000' above glide for Truckee! I do not believe it again, but this time thinking that it is wrong in the opposite direction. I input 0 in the McCready. Just fly, follow the GPS and wait.

Now I can see some mountainous features beneath and I understand I am somewhere on the Pine Nuts. The smoke is slowly becoming not as thick. I have 13,000', normally barely enough for reaching Truckee. I can't believe the wind reported by the GPS. But I now see some cloudlets to my left, and the air gives some hints of lift. I recognize Mount Siegel, as I am approaching it. I can also distinguish other cloudlets to my right, along the Pine Nuts foothills.

I follow the line of cloudlets to my right, there isn't much lift, but at least there is no sink. The GPS now says there is neither headwind nor tailwind, and I am just exactly on glide for Truckee. I am prone to believe this. I arrive at the last cloudlet, now I can see ahead toward Mt. Rose and I judge that I should be able to make it to Truckee. The smoke is

mostly at my back, and it extends from the Sweetwater Range to the middle of the Carson Valley, while everywhere else the air is clear. When I have 1000' above glide I increase my speed inputting 2 knots in the McCready. Over the Tahoe ridge, McCready at 4. Over Lake Tahoe, at 6. Then 100 knots irrespective of the McCready up to the landing pattern.



**In the Reno valley now, looking back: much clearer skies. The Moon above says it's OK.**

So this was a nice flight for September 16. A slow start, ridge soaring Mount Siegel from down low, an unusual path to reach Mount Patterson, encounter with the eagles, twice below White Mountain Peak and twice above in strong lift, the surprise of the sea of smoke, the disorienting featureless glide from Sweetwater, and then just enough lift to make it to Truckee. A nice way to end the season, something to remember until next spring.

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**Micro downburst on the desert floor; a remarkable photo by Brian Choate**

## **2004 PASCO Awards**

**Les Arnold**

Bill and Tom Stowers

Lifetime service

**Exceptional Service**

Brian Choate

Regional Website Support

### **Contest Winners**

**15M**

Jim Indrebo

**Open Class**

Dale Bush

**Sports Class**

Jim Hamilton

**Standard**

Dave Greenhill

**18M**

Dick Van Grunsven

### **Distance Awards**

**Sawyer**

Eric Rupp

2897 SM

**Longest Distance**

Kempton Izuno

1024 SM (881 HC)

**Longest Out and  
Return**

Ramy Yanetz

550 SM (523 HC)

**Regional Records Granted or Claimed – 2004**  
24 Records (3 National), 12 Flights, 12 Days

<b>Gordon Boettger</b>		2/6/04	<u>Minden, NV</u>	
		Open Single	Speed Triangle, 100K	127.74 mph
		4/15/04	<u>Minden, NV</u>	
	Open Single	Distance Straight “Free”		698.79 SM
	Open Single	Distance (2,3 Tpts) “Free”		733.92 SM
<b>Sergio Colacevich</b>		6/19/04	Truckee, CA	
	Standard General		Speed Triangle, 300K	83.12 mph
<b>Steve Dashew</b>		7/21/04	Ely, NV	
	MG, Single		Altitude Absolute	19020 ft.
<b>S. Foat</b>		7/27/04	Boundary Peak, NV	
	Open Single		Speed Out & Return 300K	106.53 mph
	15 M General		Speed Out & Return 300K	106.53 mph
	Standard General		Speed Out & Return 300K	106.53 mph
<b>D. Gonzales</b>		7/4/04	Boundary Peak, NV	
	Sports Class		Speed Out & Return 300K	82.31 mph
<b>Kempton Izuno</b>		3/25/04	Minden, NV	
	<i>National</i> MG, Single		Free Distance, up to 3 Tpts.	1024 SM
<b>Debbie Kutch &amp; Al Martini</b>		7/14/04	Ely NV	
	<i>National</i> MG Multi		Speed Triangle, 300 K	77.3mph
<b>R. Leffingwell</b>		7/2/04	Boundary Peak, NV	
	Sports Class		Speed Triangle, 100K	63.58 mph
<b>Valeria Paget</b>		6/29/04	Minden, NV	
	World Class		Speed Triangle, 100K	38.88 mph
			Distance Triangle	62.45 SM
			Distance (2,3 Tpts) “Free”	65.11 SM
	<i>National</i> Fem World		Speed Triangle, 100K	38.88 mph
			Distance Triangle	62.45 SM
		Distance (2,3 Tpts) “Free”	65.11 SM	
<b>Ramy Yantez</b>		8/1/04	Tonopah, NV	
	Open Single		Distance Out & Return “Free”	550.17 SM
	15 M General		Distance Out & Return	545.93 SM
			Distance Out & Return “Free”	550.17 SM
	Standard General		Distance Out & Return	545.93 SM
			Distance Out & Return “Free”	550.17 SM
		8/2/04	Tonopah, NV	
	Standard General		Distance (2,3 Tpts) “Free”	636.59 SM

# PASCO AWARDS HISTORY

## Flight Awards

### **PASCO Longest Distance Award Trophy:**

Year	Name	Dist Mls
1969	Carl Herold	411
1970	Terry Thys	570
1971	Carl Herold	535
1972	George Worthington	440
1973	George Worthington	455
1974	Earl Smith	287
1975	Barry Danieli	324
1976	Robert Klemmedson	292
1977	Dick Cook	398
1978	Dick Cook	357
1979	Dick Cook	401
1980	Dick Cook	368
1981	Paul Sasse	142
1982	Fred Wright	65
1983	Don Hurd	263
1984	Don Hurd	510
1985	Don Hurd	485
1986	Gary Kemp	265
1987	Don Aitken	413
1988	Carl Herold	598
1989	J. Wenger, Don Aitken	603
1990	McFall/Mayes	326
1991	Art Clark/D. Volkmann	189
1992	David Volkmann	310
1993		
1994		
1995	Mike Schneider	640
1996	Mike Bradford	623
1997	Bob Semans	560
1998	Kempton Izuno	623
1999	David Volkmann	638
2000	Robert Semans	675
2001	Sergio Colacevich	644
2002	Sergio Colacevich	616
2003	Sergio Colacevich	663

### **PASCO Out and Return Award Trophy:**

Year	Name	Dist mls.
1975	Sypko Andreae	344
1976	Dan Danielli	347
1977	Carl Herold	507
1978	Carl Herold	457
1979	Alex Burnette	332
1980		
1981	Ed Peerens	376
1982	Brian Stevens	445
1983	Don Hurd	390
1984	Bob Semans	346

1985	Bob Semans	404
1986	Don Aitken	404
1987	Don Hurd	512
1988	Carl Herold	508
1989	Don Hurd & Walt Cannon	404
1990	Ian McFall & RexMayes	327
1991	Bob Semans	466
1992	Carl Herold	550
1994	Lee Hallerberg	276
1995	David Volkmann	374
1996	David Volkmann	455
1997	Dean Aldinger	344
1998	Charlie Hayes	306
1999	David Volkmann	473
2000	Robert Seamans	417
2001	Sergio Colacevich	406
2002	Sergio Colacevich	473
2003	Sergio Colacevich	472

### **PASCO Longest Silver Distance Award**

1981	F. Robert Marshall	
1982	Fred Wright	
1983	Chris Borland	
1984		
1985		
1986	Jim Goetsch	
1987		
1988		
1989		
1990		
1991	David Volkmann	
1992	Mark Mullins	
1993		
1994		
1995	Rolf Peterson	72 sm
1996		
1997	Russell Holtz	93 sm
1998	Stephen Ascher	72 sm
1999	Eric June	190 sm
2001	Yuliy Gerchikov	135 km
2003	Hal Chouinard	141 sm

### **PASCO Sawyer Award**

1969	Carl Herold
1970	James George
1971	Paul Kellas
1972	Ray Gimmey
1973	Paul Kellas
1974	Paul Sasse
1975	Gary Kemp
1976	John Seaborn
1977	Bill Saltman

1978	John Seronello
1979	Carl Herold
1980	Don Hurd
1981	Jean Claude Betault
1982	Don Hurd
1983	Shahid Zaidi
1984	John Volkober
1985	Steve Hilliker
1986	Jeff Kroot
1987	Eberhard Lemcke
1988	Gerry Giorgi
1989	Karol Hines
1990	Andrew McFall
1991	Sergio Colacevich
1992	David Volkmann
1993	
1994	Pete Alexander
1995	Peter Kelly
1996	Peter Deane
1997	
1998	Tom Hubbard
1999	Sergio Colcoviech
2000	Ramy Yanetz
2001	Nicolay Thomas
2002	Milt Hare
2003	Brian Choate
2004	Eric Rupp

**Lee Peterson Award Trophy:**

Year	Name	SM Miles
1981	Bob Casamajor	
1982	Gary Kemp	
1983	Stewart Tittle	
1984	Gary Kemp	
1985		
1986	Gary Kemp	
1987	Gary Kemp	
1988		
1989		
1990	Al Thomas	
1991	Al Thomas	
1992	Gary Kemp	
1993	Gary Kemp	
1994	Ray Gimmey	
1995	Al Thomas	
1996	Ray Gimmey	
1997	Peter Kelly	
1998	Peter Kelly	168
1999	John Volkober	257.
2000	Peter Kelly	260

**Air Sailing Sports Class Contest**

1980	Tom Cooper
1981	Jim Hamilton
1982	JJ Sinclair
1983	Pete Newgard
1984	Jim Hamilton

1985	Ben Badenoch
1986	Tom Cooper
1987	Jim Hamilton
1988	Paul Sasse
1989	Stan Montagne
1990	John Sinclair
1991	Bruce Laxalt
1992	Steve Smith
1993	Eldon Hinkle
1994	David Volkmann
1995	Joe Findley
1996	Karol Hines
1997	Steve Smith
1998	Dick Horne
1999	Ty White
2000	Key Dismukes
2001	Chad Moore
2002	Mike Green and Bob Klemmedson
2003	Jim Gager
2004	Jim Hamilton

**Fallon Trophy Dash**

1980	Jim Hamilton	Sports
	Mike Hoke	Open
1981	Jim Hamilton	Sports
	Bob McKay	Open
1982	Bill Green	Sports
	Carl Herold	Open
1983	Chris Borland	Sports
	Jim Hamilton	Open
	Janet Clark	Women
1984	Stan Montagne	Open
	Kelly Slover	Senior
1985	Bob Korves	Sports
	Carl Herold	Open
	Karol Hines	Women
1986	Tom Morris	Sports
	Paul Sasse	Open
	Karol Hines	Women
1987	Charlie Hayes	Sports
	Don Hurd	Open
	Karol Hines	Women
1988	Ed Thunen	Sports
	Hettie Amade	Women
1991	No finishers	
1992	Brian Hoke	Sports
	Art Clark	Open
	Karol Hines	Women
1993	Mike Hoke	Sports
	David Volkmann	Open
	Karol Hines	Women
1994	Ed Thunen	Open
1995	Curt Laumann	Sports
	David Volkmann	Open
	Pam Sutton	Women
1996	Charlie & Bryan Hoke	Sports

	David Volkmann	Open
	Cindy Donovan	Women
1997	Mike Hoke	Sports
	Joe Findley	Open
	Cindy Donovan	Women

Trophies returned to Alex and Norma 11/17/98.

**Motorglider Class**

1983	Bud Schurmeier
1984	Dick Gantt
1985	Don Aitken
1986	Don Aitken
1987	Don Aitken
2004 (18m)	Dick VanGrunsven

**Region 11 Championship Awards**

**Open Class (check)**

1983	Barry Danieli
1984	Allen L. Leffler
1985	Allen L. Lefflet
1986	Davy Jones
1987	Dale Bush
1988	
1989	
1990	
1991	
1992	
1993	Art Clark
1996	Jim & Tom Payne
1997	Dale Bush
1998	
1999	Dale Bush
2000	JJ Sinclair/John Sinclair Jr.
2001	JJ Sinclair/John Sinclair Jr.
2002	
2003	Sinclair/Sinclair Jr (Sth)
	Dale Bush (Nth)
2004	Dale Bush and Mallory Lynch

**Standard Class:**

1983	Paul Kellas
1984	Don Hurd
1985	Don Hurd
1986	Ray Gimmey
1987	Jim Indrebo
1988	Rick Walters
1989	Chip Garner
1990	
1991	Ray Gimmey
1992	
1993	Gary Kemp
1994	Gary Kemp
1995	John Volkober
1996	Chip Garner
1997	John Volkober
1998	Ray Gimmey
2000	Peter Alexander
2001	
2002	
2003	Sth Roy Cundiff
	Nth Peter Deane
2004	David Greenhill

**15-Meter Class Trophy**

1983	Mike Maxwell
1984	Peter Newgard
1985	Jim Indrebo
1986	Rick Indrebo
1987	Rick Indrebo
1988	Bob Semans
1989	Bill Bartell
1990	
1991	
1992	
1993	
1994	Mike Bradford
1996	Allen Leffler
1997	Rick Walters
1998	Steve Smith
2000	Ray Gimmey
2001	Rick Indrebo
2002	Mike Newgard
2003	N- Marc Ramsey S – Rick Indrebo
2004	Jim Indrebo

**Sports Class**

1983	Jim Hamilton
1984	Doug Murray
1985	Dave Morse
1986	Steve Brown
1987	Steve Hilliker & Bob Korves
1988	
1989	Pat Philbrick
1990	
1991	
1992	
1993	Sergio Colacevich
1994	Peter Kelly
1995	Bruce Laxalt
1996	Richard Pfiffner
1997	Al Thomas
1998	Dick Horn
1999	Dick Van Grunsven
2000	Richard George
2001	Peter Kelly
2002	Mike Green and Bob Klemmedson
2003	Jim Gager
2004	Jim Hamilton

## PASCO League

1994	Diablo Demons Silverado Slugs	Overall Novices	
1995	Mission Impossible	Overall, Novices	
1996	Silverado Slugs Delta Devils	Overall Novices	
1997	Mission Impossible	Overall, Intermediates, Novices	
1998	Diablo Demons	Ken Pruchek and Bruce Roberts.	
1999	Silverado Slugs Intermediate Novice	Overall Doug Lent - Silverado Slugs(?) Bruce Roberts - Diablo Demons	
2000	Impossible Impossible Impossible	Overall Intermediate: Novice:	Tony Graechter Brian Choate
2001	Voodoo Voodoo HGC	Overall Intermediate: Novice:	Tony Gratcher Pundit Bruce Roberts Brian Choate
2002	Bickle Buckaneers Bickle Buckaneers  Panoche Pirates	Overall Intermediate Novice	Tim Kurreck (1 <sup>st</sup> ) cup Brian Choate (2 <sup>nd</sup> ) cup Mark Schmidt (1 <sup>st</sup> ) cup Eric Rupp (2 <sup>nd</sup> ) cup

## **Exceptional Service Awards**

1996	Peter Deane	Founded PASCO League
1998	Mike Hoke	Nevada Records Keeper 1977-1998. Individual trophy.
1999	Peter Keilly	Web Master & VSA support
1999	Carl Herold	XC Seminar & XC support
2000	Rolf Peterson	FAA Liaison
2000	Vern Frye	NSA/Gerlach/Safari
2000	Doug Armstrong	Daily Soaring Forecast
2001	Tom George	ASI Land Patent - Charlie Hayes was going to take it to Vern.
2002	Jack Glending	BLIP map forecasts ASI, Inc. Family Friendly – most improved – Building of club house Youth Soaring Association – Many students supported and soloed.
2003	Doug Donohue	– Creating SSA Sate Record Website
2004	Brian Choate	PASCO and regional web sites

## PASCO Merit or Recognition Awards

### Esther White Memorial Trophy

1974	Yvonne Sasse
1975	Pat Sinclair
1976	Maggie Oldershaw
1977	Eunice Newgard
1978	Dorothy Klemmedson
1979	Berta Godinat
1980	Norma Burnette
1981	Gertie Russell
1982	Jan Montagne
1983	Heidi Danielli
1984	Ann Buelna
1985	
1986	Nancy Kemp
1987	Elaine Hilliker
1988	Gordon Casamajor
1989	Joe Hensley
1990	Dolly Frauens
1991	Shirley Gimmey
1992	Barbara Semans
1993	
1994	
1995	Genese Izuno
1996	Linda Westerinen
1997	Mary Eileen Sasso
1998	
1999	Ty White
2000	Kaita Diniz Yanetz
2002	Midge Aldinger

### Les Arnold Award

1977	Les Arnold
1978	
1979	Carl Herold
1980	Bernald Smith
1981	Alex Burnette
1982	Gordon Casamajor
1983	Les Sebald
1984	Stanley Straus
1985	
1986	
1987	Emil Kissel
1988	Dick Brandt
1989	Gary Kemp
1990	Bob McKay
1991	George Thelen
1992	Jim Indebro
1993	Janet and Roger Clark
1994	
1995	Rex Mayes
1996	Hette Amade
1997	Ty White
1998	Karol Hines
1999	Robert Semans
2000	Norma Burnette
2001	Rolf Peterson
2002	Doug Armstrong
2003	..
2004	Tom and Bill Stowers



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



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