Dec 2005

e-WESTWIND

Does this count as Region 11?? Soaring over an active volcano in the Andes- Wow!

This Issue

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 2005. 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	Ty White	510-490-6765
Central California Soaring Club	Avenal Gliderport, 600 LaNeva Blvd Avenal CA 93204,	559-386-9552
Crazy Creek Soaring	18896 Grange Road, P.O. Box 575, Middletown, CA 95461	707-987-9112
Ely Soaring	Dan Callaghan P.O.BOX 151296, Ely, NV 89315 http:///www.elysoaring.com	775-720-1020
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	Ty White	510-490-6765
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
Great Basin Soaring, Inc.	2312 Prometheus Court Henderson, NV89074	Terry W. Van Noy	
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	739 Pepper Dr. San Bruno, CA 94066;	Paul Wapensky WapenskyPJ@mfr.usmc.mil	650-873-4341
Valley Soaring Association (VSA) -	Williams Glider Port 2668 Husted Road, Williams, CA	Peter Kelly	707 448-6422

WORLD WIDE WEB ADDRESSES - REGION 11

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

Editorial

Hello everyone; hopefully this issue will reach you before Christmas – a very happy Holiday Season to you all!

This issue we include some really excellent articles on survival and medical aspects of high desert soaring by Andrew McFall which can also be found on the Minden Soaring Club website, another seminal article from Kempton (Cosmic Gnat) Izuno on the scariness of being sucked up into a Cumulo-Nimbus cloud, and a very interesting proposal from Bernald Smith for a historical soaring landmark somewhere (your input required) in the Bay Area.

Competition types need to have ELT's for Nationals next year; so here are some notes on this that I purloined from a r.a.s posting by Rex Mayes. Rex's message was that if you own a sailplane with a STANDARD AIRWORTHINESS CERTIFICATE, and you choose to install an ELT, it must be one that is TSO'd and the installation must be done in accordance with an STC or a FAA field approval. One of the major benefits of an EXPERIMENTAL type is that this restriction doesn't apply.

The 2006 PASCO Seminars and Awards Banquet was a big success; the venue (Western Aviation Museum in Oakland) was a really excellent venue and impressed everyone so much it is most likely we'll repeat this venue next year. A BIG thank you to ***Karol Hines, Marc Ramsey and Hans Van Weersch*** for getting everything together and to all the speakers at the seminars; ***Bernald Smith*** spoke eloquently about the history of soaring in the Bay Area, ***Kempton Izuno*** did his usual enthralling talk, this time on his adventure being sucked into a CuNim and how he was lucky to get out (see 'Into the Bowels of Darkness' in this issue). ***Bob Kuykendall*** gave a terrific talk about the development progress of his HP-24 glass-fiber glider, ***Sergio Colacevich*** gave a very interesting explanation of his TAGAR race series at Truckee, including some fascinating discussions about staging a regatta-style start but with ***Monique Weil*** talked about the issues facing instructors in a club environment, and yours truly talked about the do's and don'ts of flying your first competition. Unfortunately for the folks that put all the effort in, we had fairly poor attendance. It's a shame since the seminars were very high quality and the banquet (held in the museum and surrounded by classic airplanes) was great fun and very sociable or those who came. Admission (very reasonable) included a tour of the museum ***including a guided tour around a Short Solent flying boat*** (used in the filming of the Indian-Jones movies) Why didn't more people attend?? Current opinion is that we were a little late getting everything organized but with WestWind announcements and full email alerts I'm surprised that we had a poor turnout. We had a significant 'round-table' discussion before dinner and several ideas were raised about improving the number of volunteers we have, since the work is falling on the shoulders of fewer and fewer people. If you are interested in helping us keep PASCO vigorous and supporting soaring through this newsletter and various training seminars, camps and events **PLEASE STEP FORWARD**; we need people who are interested in getting involved and making a difference to the soaring fabric of the region.

Awards were interesting this year; ***All the region 11 trophies went outside the region!!*** One of the most popular and enduring PASCO trophies, the Sawyer Award was very ably administrated by Eric Rupp, last years winner, who publicized the award very well and improved the scoring process by

taking advantage of the OLC (on-line-contest) web-based scoring method. The award was fiercely fought, and the winner was ***Darryl Ramm***, a relatively new soaring pilot from Hollister with an astounding 16000 points! Great job Darryl! Darryl will of course be administering the award next season as is the tradition. Here is Eric's note to the competitors…

Sawyer Competitors, Darryl Ramm is our winner this year and received the 2005 Sawyer Award and perpetual trophy on Saturday night at the PASCO banquet. Darryl, congratulations on an incredible year!

Having that trophy in your living room for a year is nice - but, of course, the real glory is in the competition itself! Here's the list of this year's "Sawyer Pilots", all winners (an over used sentiment, but very true here):

Darryl Ramm	16,605
Darren Braunn	14,388
Sergio Colacevich	12,403
Ramy Yanetz	10,946
Yuliy Gerchikov	5,751
Bill Gawthrop	5,396
Tom Hubbard	4,688
Jonathan Hughes	4,466
Gordon Boettger	3.590
Eric Rupp	3,328

Thanks for all for competing -- good luck in 2006!

See you out there, Eric, ER

PASCO Banquet Financial Statement;

Hans Van Weersch

Income:	
Seminar & banquet attendance:	1144.00
Drinks	63.00
Total in:	1207.00
Expenses:	
drinks & materials (by marc)	224
trophies (by eric)	27
caterer (by hans)	890
museum (by hans)	825
dishware (by karol)	218
wine (by hans)	43
Total out:	2227
Loss:	$1000

Bob Korves Retiring from Soaring

We received a sad message from Bob Korves recently; he is retiring from soaring immediately for significant health issues. We will miss his enthusiasm and thoughtfulness and long discussions around the Truckee camp fire in the summer; though hopefully he'll still visit us and climb in the back of a 2 seater occasionally! Bob was Northern California/Nevada SSA Governor for many years and flew a PIK-20 before moving on to a Lak 17 and a share in Duo-Discus '5H' (or 'Cinquo Hombres' to the cognicenti) Thanks Bob for all your contributions and friendship over the years!

Bernald Smith, (who in no way resembles Indiana Jones), aboard the Short Solent

Ramy Yanetz, your editor, and Sergio Colacevich in the pointy end of the Flying Boat.

2006 CALENDAR UPDATE:

COMBINED REGION 11 and 12 REGIONALS: To be held Saturday 24 June to Friday 30 June 2006 to be hosted by ELY SOARING LLC at the ELY, Nevada Airport.

QUALIFYING SOARING GRAND PRIX MEDIA CONTEST (QGP: To be held Saturday, July 1, 2006 to Saturday 8 July 2006 for this IGC media event to be hosted by ELY SOARING LLC at the ELY Airport, Nevada. Look for the ELY SOARING URL for information about this coming event:
http://www.elysoaring.com/

CARL HEROLD ADVANCED SEMINAR August-01/06 cdherold@charter.net
Ely soaring will be available to tow from 01JUNE to 10Sept come to Ely ! We will be providing the best service as always - tows, retrieves and oxygen. Call ahead so we can post you on the schedule Dan at 775-720-1020 elysoaring@mwpower.net

2006 NATIONALS SCHEDULE
From: Jim Norris & Dave Cole, National Contest Site Selection Subcommittee
Subject: Report of Proposed Schedule for National Soaring Contests for 2006
The recommendations of the Subcommittee are as follows:

Dates	Class	Sponsor/Location	Contest Officials
May 16 – 25	Sports	Karl & Iris Striedieck	Iris Striedieck CM
		Mifflin, Pa.	Charlie Spratt CD
June 20 - 29	Worlds	Marfa Gliders	Burt Compton CM
		Marfa, Texas	TBD CD
July 5 – 14	15 Meter	Mt. Shasta Soaring Center	Gary Kemp CM
		Montague, CA	Charlie Spratt CD
July 19 – 28	Open/	Llano Estacado Soaring	Dennis Wright? CM
	18 Meter	Hobbs, NM	Charlie Spratt CD
August 2 –11	Standard	Uvalde Soaring Assoc.	N. Buchanan CM
		Uvalde, TX	Charlie Spratt CD

Notes:

- Only one other bid was received, from Ely Soaring for the Opens/20 Meter Two place contest. We decided to wait on Ely till they have hosted at least one regional.
- Uvalde Soaring has not yet submitted a written bid, but has made a verbal commitment. (Bid should be in hand by late Jan 2005)
- Opens are with the 18's, this seems to have worked well before, and only one or two pilots will be inconvenienced by it.
- Charlie Spratt will be one busy guy. (Charlie very recently fell and broke his arm seriously, for those who know him…Ed)

"THE EIGHTH PASCO CROSS-COUNTRY SEMINAR"

..to be held at the
University of California Berkeley in the LeConte Physics Building adjacent to the Campanile
from 8 a.m. to 6 p.m. on Saturday 25 February 2006.

The Registration Fee will be $60.00 per delegate. A CD of the presentations will be distributed to all delegates at Registration (copies can be ordered for $17.00 each). In addition, copies of the 2003 and 2004 XC Seminars will also be distributed and mailed to previous delegates.

THE THEME OF THIS SEMINAR IS:

YOUR GROWING ACHIEVEMENTS IN XC ROUTE SELECTION AND SPEED TACTICS

Topics to be briefed are:

- CHIP GARNER:
  EFFECTIVE USE OF SOARING INSTRUMENTS
- PETER DEANE:
  A PERSONAL EVOLUTION OF XC DECISIONS AND PERFORMANCE
- CARL HEROLD:
  THE EVOLUTION OF MACREADY SOARING
- CHIP GARNER:
  XC ROUTE SELECTION AND SPEED TACTICS
- CARL HEROLD:
  EVOLVING GLIDER HANDICAPS
- CARL HEROLD:
  THE BENEFITS OF MAXIMIZING CRUISING STRATEGIES

Note: The 2003/2004 SEMINAR CDs will be mailed to delegates last week of January 2006

For Registration and Program Information: Contact:

Carl Herold, PASCO XC SEMINAR CHAIRMAN
I will be out of the country from 29 November to 15 January 2006)
P,O. BOX 5879, Reno, NV 89513
Phone: 775-827-3376
NEW E-MAIL Address: cdherold@shearflight.com
(note the E-Mail address change)

Staying Healthy in the Desert
by Andrew McFall

Dehydration

Dehydration in the Sierras is a very real danger. High altitudes and low relative humidity contribute to this danger. Your perspiration evaporates from your skin almost immediately and you have no indication of how much salt and water you are losing. If urine becomes darkened or scant then fluid requirements are not being met. As a general rule anyone out of doors should consume at least 3 - 4 quarts of fluid per day. if you're engaging in even moderate activity this should be increased to 4 - 6 quarts. Do not rely on thirst as a guide to fluid requirements. In general merely quenching thirst does not adequately replace fluid loss in heat stress or high altitude situations

Heat Exhaustion and Heatstroke

These are part of the same process but of differing severity. Heat exhaustion is caused by an elevation of body temperature which does not result in permanent damage, but the same is not true for heat stroke. Heatstroke is life threatening and can lead to permanent disability.

Signs and Symptoms of Heat exhaustion

- Minor confusion
- Irrational behavior
- Nausea
- Dizziness
- Rapid pulse
- Headache
- Diarrhea
- Temperature elevation up to 105 F

It is important to know that sweating may or may not be present. It is also possible for the skin of the victim to feel cool to the touch since it is the core temperature that is elevated.

Signs and Symptoms of Heatstroke

- Extreme confusion
- Low blood pressure
- Weak and rapid pulse
- Diarrhea
- Vomiting
- Vomiting blood, bloody urine
- Shortness of breath
- Darkened (machine oil) urine
- Seizures
- Unconsciousness
- Temperature elevation of up to 115 F
-

Again it is important to note that sweating may or may not be present. Since the body can lose its ability to control its own temperature at around 106 F it is important to get body temperature down first.

In the case of dehydration soaking in a tub of tepid water and drinking plenty of fluids that will replace electrolytes in the system may be enough. Sports drinks like Gatorade are very good and should be used if available. A good substitute is any 100% fruit juice that you have diluted with 50% water. As a last resort take salt tablets which irritate the stomach lining.

If you suspect yourself or someone else of a heat exhaustion or heatstroke; and you are near the sailplane, give oxygen, get out of the direct sunlight, remove clothing , wet the victim down and fan vigorously. Evaporation is one of the most effective methods of cooling. If ice is available place ice packs under the arms, behind the neck and in the groin. Do not be concerned with shivering but continue to aggressively cool the victim.

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.

Other Heat Related Problems

Muscle Cramps

This can result from a combination of over exertion and water and salt losses. In most cases cramps are caused by replacement of water without adequate salt replacement. This can be avoided by drinking balanced solutions prior to and during heavy exertion, as discussed earlier.

Heat Swelling
In warmer climates normal people may experience swelling of the feet and ankles. this is usually after long periods of walking or sitting Usually the swelling will disappear when the person becomes adjusted to the climate. It may be helpful to elevate the legs when possible.

Fainting
Fainting due to heat happens when the body of a person (particularly the elderly) attempts to adapt to the heat by dilating the blood vessels in the skin in an attempt to deliver warm blood closer to the skin surface for cooling. This coupled with prolonged standing may result in not enough blood flow to the brain and result in a fainting spell. If this happens a person should rest in a horizontal position for 15 - 30 minutes and then a sitting position for 5 minutes before attempting to stand.

Heat Illness Prevention

Avoid dehydration. Drink at least one quart of balanced fluid every hour during exertion. If proper fluids are not available use salt tablets. Avoid coffee, tea, sodas, and alcoholic beverages. These can increase fluid loss and contribute to dehydration.
Be watchful of the very young and very old. Their bodies do not regulate temperature efficiently.

Stay in shape. Lack of conditioning, insufficient rest, ingestion of alcohol and/or illicit drugs all contribute to increased risk of heat related illness.

Allow yourself time to become acclimatized. Taking a few days in the hot/high desert environment prior to exertion can help your body adjust. Your body will begin to sweat more efficiently (i.e. increased sweat volume with less electrolyte concentration). Your our heart rate will become lower, your kidneys will adjust by conserving water and salt, and your peripheral blood vessels will dilate which all contribute to produce more efficient heat loss. Wear appropriate clothing. Layers provide the easiest way to adjust to falling or rising temperature. Keep out of the sun when possible. Always wear a hat!

A new form of motor-glider; jet powered!

And called the 'Silent' as well.

Survival in the Sierra **by Andrew McFall**

The high desert is one of the most picturesque places in the world to fly. Unfortunately there are some very barren and uninhabited places. If you land here you are probably going to spend the night in your sail plane and walk a few miles to a main road. If you are prepared, this situation should not be a problem although it might be inconvenient.

How do we prepare ourselves and our sail plane? The sail plane is rather easy. There are items you can put in and store for as long as you want. Such items are a first aid kit, rain coat, solar charger, tie down stakes, rope, flare gun, dried fruit or c rations, knife, matches or lighter, mirror and a compass. You will be surprised at how much equipment you can stick in a small box and permanently mount it in your sail plane. Remember you sail plane is your protection from the elements.

What kind of things should we think about if we land in desolate territory? Before landing attempt to get good coordinates either from your GPS, or your sectional. Also note any distinguishing landmarks, road intersections, river crossings etc. Note your

heading and approximate mileage from the most prominent geographical feature.
These are a few questions you should ask before landing.

- Will I need more water than what I have? If yes, land with full water or whatever you have left.
- Do I feel my coordinates and land mark references were good?
- Did radio relay acknowledge message and acknowledge crew had message?
- Should I draw a little map of road locations?
- Do I have enough time to attempt a walkout tonight?
- Once on the ground you can use a lot of this information to your and your crew's advantage.
- Evaluate the situation. An aero tow might be feasible if you landed early enough. The tow pilot might be able to locate you and drop some food, sleeping bag or whatever you might need.
- Once on the ground try a radio relay on 123.3 or 123.5. If unable to obtain a relay, use the procedures for 121.5. Let people know if you're OK or not. If you cannot reach anyone you're on your own. The biggest decision is whether to start walking or stay where you are. Remember it's a lot easier to find a glider in the desert than a man. Find a stick and write help in the dirt at least seven feet in height. You might want to open your chute and drape it over the glider, not only for shade but for the orange & white panels that people can see for miles. Also, collect firewood enough for the night. Start a fire away from the sail plane & chute. Fill your water. Get out your survival kit and food.
- Drink, eat and be patient. Work on detailing the map you drew adding estimated distances, estimated time to walk out and direction to head.
- Remember that snakes, coyotes and other animals typically hunt at night. Sleep in the cockpit. It will be warmer. If you are going to walk out try to notify someone first. I strongly suggest staying with the aircraft until you are found. If you do walk out don't forget to leave some kind of marker at each turn. Note the condition of the roads, i.e., deep sand, river beds, large bumps, etc. because your are going to try to drive your trailer back here. Remember where the bad spots are, think about what you might need in terms of equipment (i.e., chains, rope, or four wheel drive.). This will help make your retrieve easier.
- If you do ever land in a remote place, I hope some of these suggestions help you.

Using 121.5 by Andrew McFall

In case of a land out in a remote area where no relay to another glider has been made, stay calm and stay near the sailplane. Turn your radio and all other electronics off. If you have a cellular telephone try calling your prearranged retrieve number. If no service is available, get your coordinates from your GPS or sectional, try to note approximate distance and direction from last town or major road intersection. Turn your radio to 121.5 and mentally prepare yourself for the communication. All airliners are required to monitor 121.5 and will relay for you as needed. You must reiterate that you do not have an emergency and ask them to switch to 123.3. Your broadcast would go as follows:

- Glider pilot: "Glider 95KM broadcasting 121.5 to any airliner that can hear this transmission."
- Airliner: "Aircraft broadcasting 121.5 this is United flight 4327. Do you have an emergency?"
- Glider pilot: "Negative - request you turn to frequency 123.3. Negative please tune radio to 123.3 for relay."
- Airliner: "United flight 4327 on 123.3"

- glider pilot: "95KM has landed a glider away from my home Airport. I was unable to reach another sailplane or my ground crew to let them know I have landed. Stand by for coordinates."
- Airliner: "United flight 4327"
- Glider pilot: "United flight 4327 ready to copy?"
- Airliner: "Flight 4327 ready to copy."
- Glider pilot: "(Pilot name) 95KM has landed at the following coordinates. 122 09'54" 38 21'17" approximately 7 mi. E-NE of Hwy 395 and Hwy 121. Pilots good, aircraft good, no phone within walking distance. There are roads within walking distance.
- There is a road within 12 mi. I will spend the night in my glider and walk to the main road in morning and meet my crew on Hwy 121. I have survival equipment, food & water.
- Please broadcast this message on123.3 to the crew of (pilot name) 95KM and Soar Minden. Confirm to me they have received message as stated."

Do not move away from glider until morning. Although uncomfortable it will provide warmth and shelter. Never deviate from what you have communicated to others.

Pete Alexander taking off from Williams in his ASW27B (Photo from Williams Forum)

Into the Bowels of Darkness

Writing about soaring is easy with an achievement to share or a flight you are proud of. Enthusiasm and pride are in great supply. But the flight(s) will come of which you are less than proud or downright embarrassed about. Or worse, a flight from which you don't return...

Since you are reading this article, you may presume I've not had one of the latter flights, but a few have been close. Coming to the edge of disaster and living to learn from it is an incredible gift. In my case, a SOARING Safety Corner article (see sidebar) read 30 years ago, is what saved my bacon after I was sucked into a cloud. A Major Thank You to Bruce Carmichael for writing "The Spiral Dive". May you, dear reader, never have this experience.

Prelude

The forecast looked good for the central Nevada Great Basin area, so I planned for several days based out of Tonopah, Nevada. Launching out of Hollister, California on June 17, 2003 in my ASH-26E, I slid across the Central Valley and Sierra Nevada mountains, arriving at Tonopah in the late afternoon.

Part of the normal summer soaring routine in the Great Basin is working cumulonimbus clouds (CB). Now CB in most parts of the world are BIG (>50 miles or more across) and should be avoided. In Nevada, with the dry land, dry air and high ground, there often can be small (3-4 miles across) CB cells with strong lift which do not block your path. These "small" cells really speed up your flight and are the smallest CBs, but still hold significant risk.

Warning Signs
The forecast for June 18 showed scattered CB cells with bases around 17,000 ft, strong heating and a very light SW wind. The first leg along the Monitor range is great, with strong lift and a light tailwind. Turning near Elko, I head northwest following a line between towering cu to my north and overdevelopment (OD) to the south. Rain shafts are becoming more widespread under the cu to the south, but this does not overly concern me. There's a ways to go before turning south and I expect that by that time, I'll be west of the high ground and clear of the OD. Averaging 16,000 ft or so, the path ahead looks good.

FLASH! Lightning appears around the rain shafts to the south of me while the sky ahead is 40% cu, and to the far north, along the Oregon border, it is dark with more overdevelopment. Confident I can make McDermitt, I press on. By 2pm however, it's clear bases are dropping on track, so 20 miles short of McDermitt I turn south along the Santa Rosa range. Lift continues to weaken producing a stair step descent as I aim to get back to the strong lift on the edge of the OD area to the south.

By 3pm I'm down to 9,200 ft just north of Winnemucca having averaged only 50mph for the last hour. Frustrated at the slow speed, I'm really hungry for the BIG lift to get going again. Now under the first of a number of dark based clouds, I make three more climbs, each better than the last, reinforcing my decision to move back to the OD area. The lift is good (15,000 ft bases with 6 knot climbs), but I think, there MUST be better lift nearby. Cloud cover is now 70+% with rain shafts. Anxiously, I scan the sky for a "young" cloud to get my expected 12+ knot climb. The stage is now set. I'm in high risk weather with a very impatient attitude.

Trouble…..BIG Trouble
Threading my way between rain shafts 25 miles ESE of Winnemucca, I spy "the" cloud. With a very dark and clearly much higher base than the neighboring clouds, plus no rain shaft, I think, "YES!, this is the boomer I KNEW was around here! Now it's going to be easy!". As with investing, right before things go bad, there is often overconfidence.

Let us now watch our hapless pilot moment by moment. This is the only inadvertent cloud flight with a GPS flight recording of which I'm aware, so for the first time we have a numeric history along with the emotionally charged recollection. All numeric data is "as is" from the SeeYou program.

3:33:50 PST 8 kt. CLIMB The edge of the cloud is coming overhead. This is good lift!

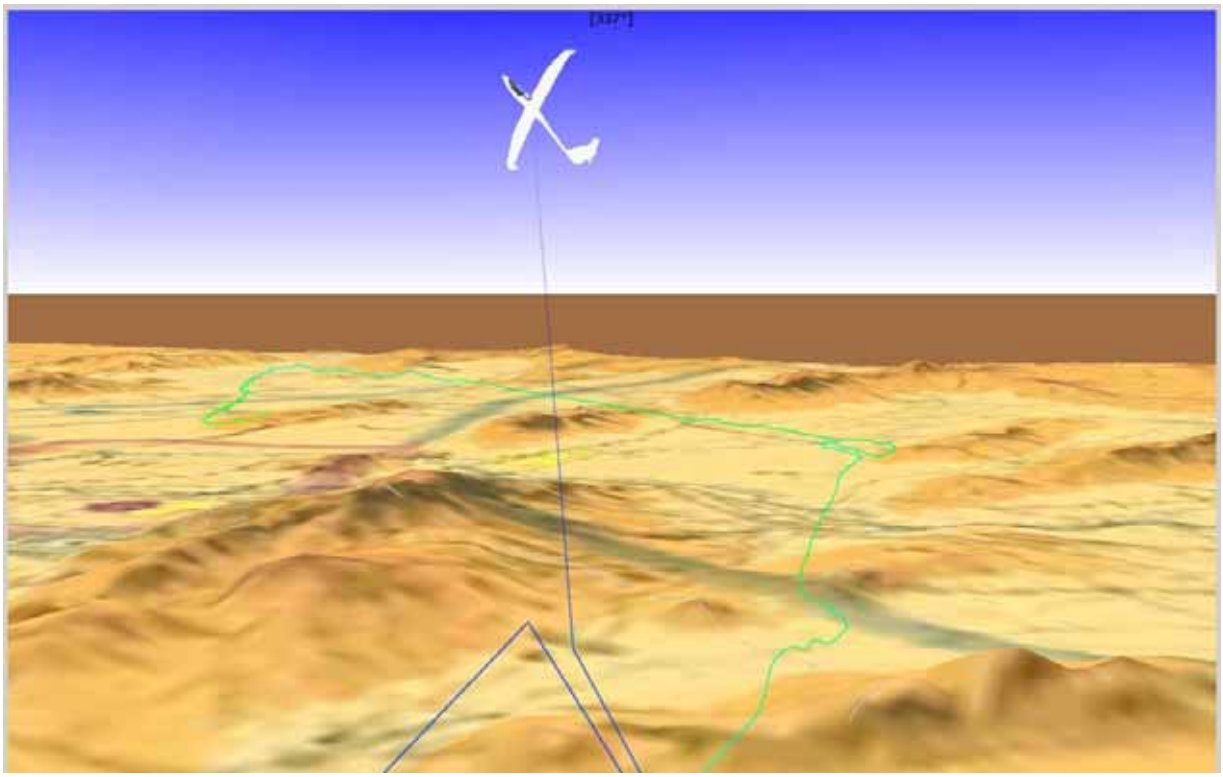
3:34:02 12 kt. CLIMB A few seconds later I hit the start of the strong lift and instinctively slow up.

3:34:50 17 kt. CLIMB The black cloudbase is coming up fast, better push over and head for the edge. I start perhaps a 30 degree bank to the right.

3:35:32 28.6 kt. CLIMB "Oh, s**t, THIS is the core!" Faster than I can comprehend, I'm in the cloud. Unaware, I almost immediately relax the controls which allowed a LEFT turn. I mistakenly believe I have the controls neutral in hopes of coming out the side of the cloud. But….in a few seconds I realize I'm not coming out the side; it's still dark grey and worse, the wind noise along with the G force is building from the spiral dive. I know that if I pull back on the stick it will only tighten the radius of the dive and the G forces. The little voice of JJ's whispers in my ear "You're going to die".

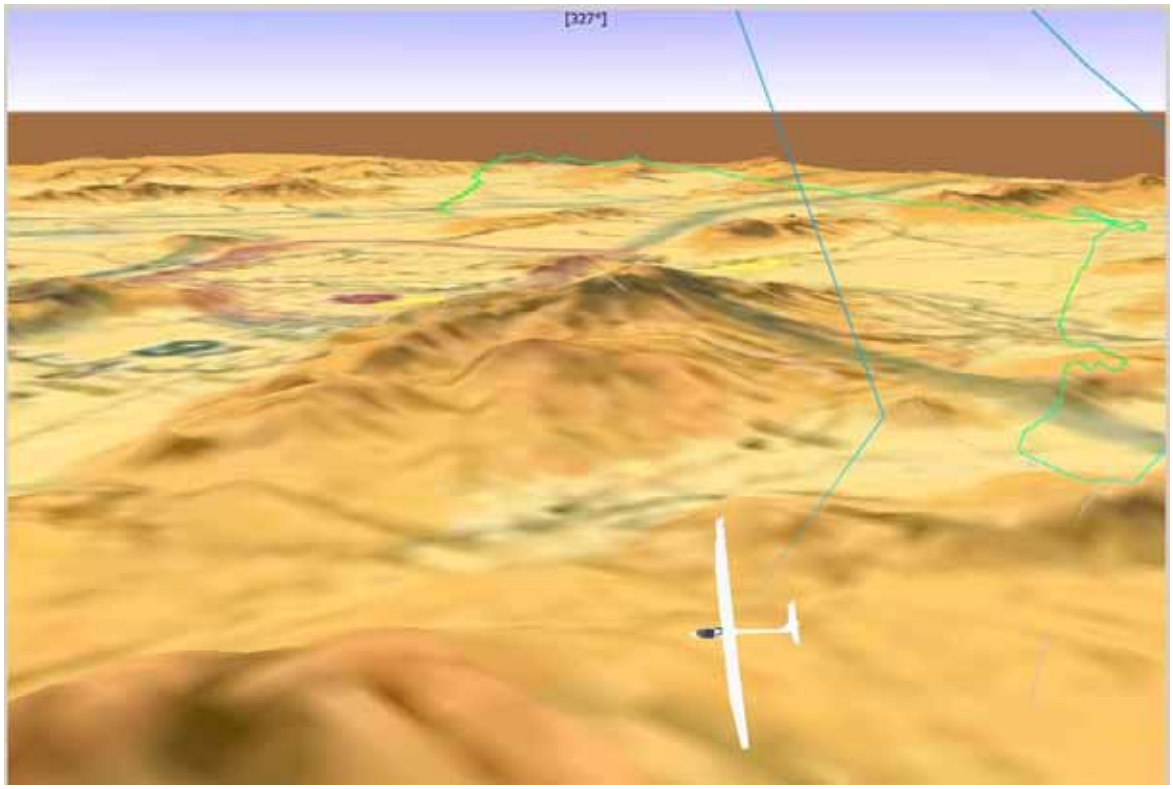
3:36:02 9 kt. CLIMB Trying to ignore a fast rising panic, I recall a SOARING article describing a spiral dive recovery. When in a spiral dive, do not pull back on the stick. Rather, neutralize the stick in pitch, then push to one side and see if the G force lessens. If it does, then you guessed correctly and are leveling the wings. I push to the right and feel reduced G. I then pulled back to slow the ship down.

3:36:38 15 kt. CLIMB The wind noise rapidly drops off to a moment of silence. Quick!, throw out the landing flaps, dive brakes and gear to (hopefully) give me enough drag to get out the bottom of the cloud. I momentarily consider a spin, but having never tried one in the 26E (intentional spins are not permitted), I pass. Unbeknownst to me, I'm pitched up at 80° vertical. Without a horizon reference I had let the nose come up almost to the vertical. Suddenly, I'm falling backwards, which only heightens the panic. "OK, I know, I shouldn't be here in the first place, pulezzzzzeee can I leave now?!!!!". A loud "CLUNK" aft further spooks me, then a sudden negative G force pushes me towards the canopy. "What the…..?!"
Now remember, I have no outside reference as it's all dark grey. The clunk was the rudder shoved to one side during the momentary tailslide, and the negative G force was from the sudden pitching over from nose high to nose down. An already terrifying experience becomes worse.



3:36:44 6 kt. CLIMB The second spiral dive starts but at least all drag devices are deployed.

3:37:44 9 kt. DESCENT Airspeed is 110 knots and increasing. The landing flaps are red lined at 76 knots so I'm now a test pilot. Seconds seem like hours. Reviewing the trace shows I only lost 360 feet in the past minute! Add to this an irrational claustrophobic feeling that I need to unbuckle and get out of the cockpit.



3:38:08 38.9 kt. DESCENT
It's getting lighter…I'm coming out the bottom! Now drop a bit more to make sure……

3:38:14 36 kt. DESCENT
Ok, gently pull out…….

3:38:38 5 kt. DESCENT
Back to level flight. thank you, Thank You, THANK YOU! The feeling of relief is overwhelming.
The 2.5 minutes in cloud seemed like an entire day.

At that one moment, I am the luckiest guy on earth. Almost four hours of soaring lie ahead to get back to Tonopah, but that does not matter. I cannot believe I'm alive and intact. Later inspections showed no damage to the flaps. Had the flaps failed I likely would not be here.

Since Then
Now you have the story, but why did it go this way?

-***Poor situational awareness***. I can clearly recall how distinctly higher and darker the cloudbase was compared to surrounding clouds. Did that worry me? Of course not! Like the moth to the flame, it only served to push me closer. Hey, and I knew that lift rates can be 15 knots or more near cloud base but I had not seen that kind of climb all day. So when the vario passed through 12 knots, I stuck with it not seriously considering that it could DOUBLE in a few seconds. I was complacent. The unusually fast RATE of increase should have alarmed me a few seconds earlier than it did. Gavin Wills comments further:

"Climbing at 10 knots beneath the cloud, it will take 60 secs to gain the last 1000 feet to cloud base and climbing at 20 knots it will only 30 secs which will be a little more than a single turn to do 1000 feet! Therefore be cautious and if the lift increases towards cloud base consider action 1000 feet below cloud and carry it out by 500 feet. Action well below cloud is essential in strong lift as one does not always have a sense of rushing up to the cloud."

Keep your eyes out of the cockpit. Situational awareness means actively looking for and analyzing details such as the speed & direction of the cloud shadows, the vertical rate of cloudbase tendrils, other aircraft location, or the growth rate & state of the overdevelopment. What is the situation ahead? What is the situation behind in case I have to retreat? What is the safety margin I need at this moment? In one minute? How do I keep it? In a "Sudden Loss of Margin", you think you have enough speed/altitude/clearance until *poof*….it's gone in a few seconds. And, if you survive, you'll look back and say, "Well, I've done this for years and that's never happened before! How rude!"

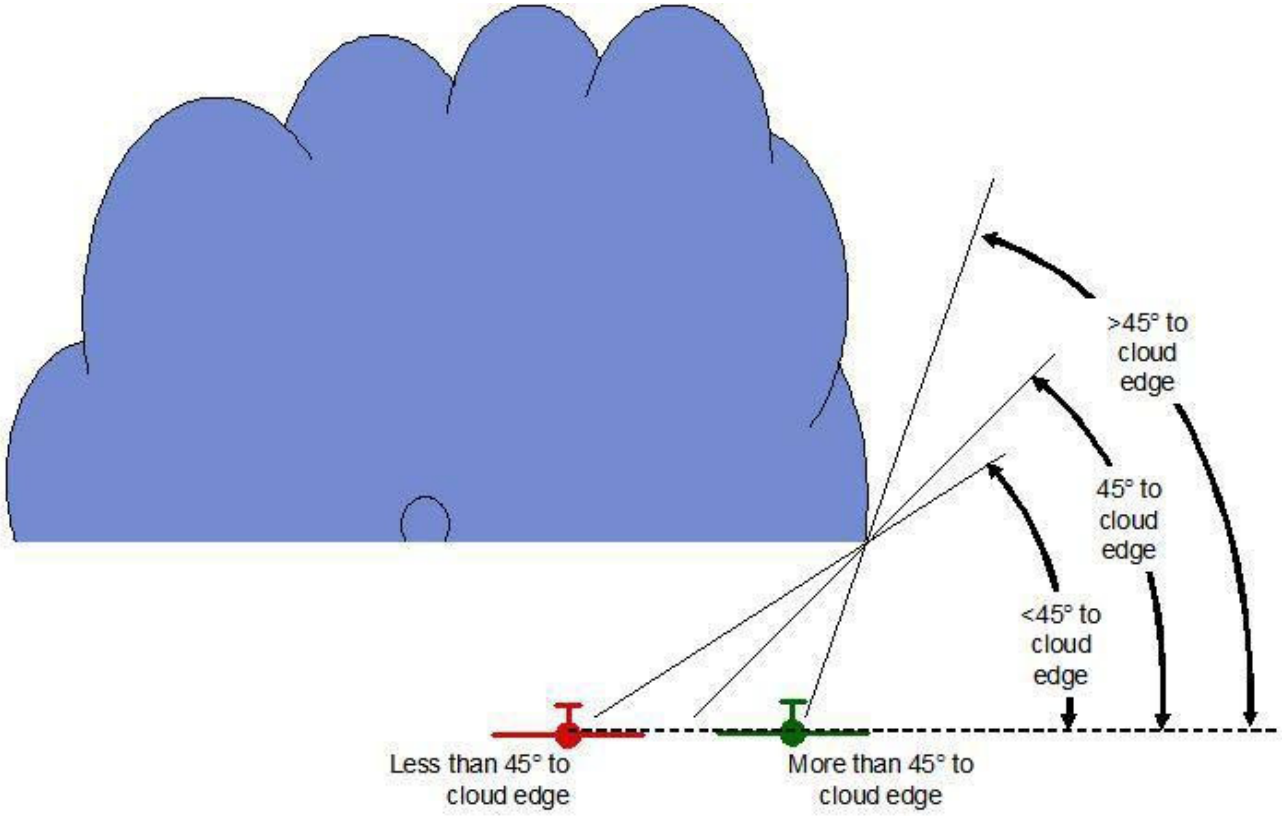
-Remain calm, be fair to yourself and keep thinking. Poor situational awareness got me into this, but luck and recalling the article improved my chances. An extreme emotional state will bias your judgment. During the flight, don't beat yourself up over a slow speed and don't get too confident when you hit super lift.

What about Next Time?
First, make sure there is no "next time"!

-Avoidance is the first line of defense. Keep a wider safety margin. Bob Semans shared his personal rule that as you climb, keep a 45° angle between the horizon and the cloud edge. Thus, as you climb you move yourself closer to the edge of the cloud. I now follow this rule.

-FAR 91.155. Between 10,000'and 18,000' cloud clearance of 1,000' below 1,000'above and 1 statute mile horizontally. Not only does this help avoid "cloud suck" but in today's GPS world, IFR flights are direct with clearance approval, staying clear of clouds is more important than ever. An IFR flight could pop out of a cloud and there is a glider, up at cloudbase not realizing he is suppose to be 1,000'lower. This 1,000'clearance allows the margin to take evasive action.

-Install a turn & bank. Low current drain instruments from PC Flight Systems, TruTrak Flight Systems, MGL Avionics, etc. indicate turn direction. Some units are "instant on", others require a warm up time. Turning the device on because you're worried about getting sucked into the cloud probably means that you are already in a very high risk position in the first place. Some Garmin units have an EFIS display but GPS jamming can happen out in the Nevada area.



-Practice true blind flight in a glider. The instrument is virtually useless without practice. Practice what? Maintain your instrument scan. Ignore your senses and act only on what you read. Sustained concentration for what may be a seemingly long time. Know the lag of the instrument relative to your stick and rudder actions. Keep a constant airspeed. And that's only if you enter under ideal conditions like wings level and flying the instruments BEFORE you enter the cloud. One instructor points out that it's not just practicing steady blind flight, but handling upsets, unusual attitude recovery and doing so on a monthly basis as this skill goes stale quickly. A two seat glider (not power plane) with a safety pilot, preferably instructor, with the student's canopy covered would be ideal. The only US pilot I know with current instrument-only soaring experience is doing so on top of Navy training and weekly instrument flying.

-Benign Spiral. This is an option only if you know how to set it up AND have practiced this in your ship beforehand. Some gliders may hold a benign spiral in calm air, but an upset may tip the glider into a spiral dive. Practice with an instructor, then on your own on a calm blue day. The benign spiral is also appropriate for wave flying if you get caught above a layer of cloud.

In conclusion, my hope is that this story fosters further discussion on flying overdevelopments, risk management and emergency recovery. With more flights in the central Nevada and Great Basin area, those of us who choose to fly there need to actively work on reducing the chances of another similar incident. I was lucky, but I used up most, if not all, my lifetime supply of luck on this flight. I continue to fly the Great Basin with a greater respect for CB and a wider safety margin than ever.

Beauty and the beast. Somewhere over central Nevada, July 2003

Further Reading
Little is written about inadvertent cloud flights of which I'm aware, so I can only offer the Carmichael article and the sobering "Dunderhead's Thunderhead" SOARING article of January, 1974. The reference to JJ's little voice is from John Sinclair's excellent article "My Ph.D. in Fear" at: http://www.valleysoaring.net//story/jj/jj-fear.html

The British Sailplane & Gliding magazine has more material as cloud flying is permitted there.
Many thanks to my reviewers John Sinclair, Gordon Boettger, Kenny Price, Gavin Wills, Marc Ramsay, Cindy Brickner, Bruce Tuncks, Eric Greenwell, Toodie Marshall and my wife Genese.

From the August 1973 SOARING Safety Corner:

"I am enclosing an account of a foolish early soaring experience," writes SSA Aerodynamics Chairman Bruce Carmichael, "which I am willing to bet will be repeated by novices for years to come. This one includes a recipe on how to save oneself from one's stupidity, so I offer it for what it is worth."

THE SPIRAL DIVE Outside it is gray. I am in cloud-and without blind flight instruments! No way to tell which direction is up. The wind noise around the canopy has risen to a shriek. My 1-26 is in the dreaded spiral dive! The load factor crushes me into the seat. I open my mouth to shout in fear, my jaw sagging under the acceleration. I taste the copper

of adrenalin pumped into my blood stream. I am not frightened-I am terrified! My scalp tingles as my hair stands on end. Then, on the brink of stark unreasoning panic, suddenly, across the years. I hear the calm voice of my old flight instructor. Ray Parker, speaking as clearly as if he were in the cockpit of the 1-26 sailplane with me...

Several years earlier a group of us were in a shop at Mississippi State College watching Ray, the world's most meticulous aircraft woodworker, building the sleek fuselage for his famous sailplane, the T-Bird. He had been warning us to stay out of clouds unless we were qualified instrument pilots.

"If you should be foolish enough to get drawn into a cloud," he said. "there is a way to extract yourself. You will find that in spite of knowing better, you will, in your fear, instinctively pull back on the stick to slow down as you would in level flight. In the spiral dive, this tightens the turn and could increase the load factor until you pull the wings off. The first thing to do is to neutralize the control stick and block it there with your other hand so that even in panic you will not pull back....

I popped the stick forward and immediately the load factor diminished. The wind noise was still high. His voice came again... "Now move the stick to one side. If you guess right, you will slow down, if you don't, push it to the other side." I moved the stick to the right. The wind noise increased in pitch. Hastily I pushed it to the other side and the wind noise diminished. "Now the excess kinetic energy from the spiral dive will throw you into an accelerated stall unless you lower the nose."

I pushed forward on the stick as the wind noise went to zero until I was flying again, then back to neutral. Ray's next instruction was to pull back and, as the speed slowly fell off, to put full stick and rudder into a spin entry. I had never spun the 1-26 and was afraid it might not enter a good spin, in which case I would be completely disoriented. I was hoping to fly out the side of the cloud but after a lengthy wait, with the altimeter winding up at a frightening rate, I once more unwittingly slipped into a spiral dive. I was as frightened as before, but at least I was not in panic this time. I went through the same recovery procedure, guessing right this time on the roll out, and once more tried to fly out the side of the cloud.
How did I get into the cumulonimbus cloud? I had climbed up under the base of the cloud and found, to my delight, a hollow inverted bowl caused by the huge central updraft. I circled up inside this bowl. It was a scene of immense grandeur, with the earth clearly visible directly below my steeply banked turn and the vaporous cloud skirt hanging down in all directions. Sounds were curiously muffled and resonant. I failed to notice how my rate of climb was increasing until I was sucked into the cloud and visibility went to zero. What a difference between the clear white boiling walls outside of the cloud and its dark damp interior! Many times I had cruised up the windward side of a cloud and marveled at the beauty of a sun dog or the sailplane's shadow on the cloud ringed with a perfectly circular rainbow. Now the light and spectacle were replaced with darkness and fear.

Before long I was in the third spiral dive. I promised myself that if I recovered from this one I would try to spin out. The method worked again, and I gradually slowed down on recovery then kicked full left rudder and full back stick, locking the 1-26 into a tight spin. After a few seconds I glanced at my altimeter. Again my hair stood on end and my heart pounded: instead of rapidly descending, I was barely moving down! The updraft was so powerful that it was carrying my 1-26 up almost as fast as it was spinning down. I had on summer clothes and no oxygen supply. Now I remembered the stories of German sailplane pilots who were carried up in cloud after bailing out with parachutes. They froze or died of hypoxia. I spun for what seemed an eternity. Later, fellow pilots asked me how fast I climbed in the cloud, what speed I reached in the spiral dive, and what altitude I reached in the cloud. I have no idea. I felt I was fighting for my life and have only impressions, not readings. It would probably be safe to say the rate of climb far exceeded any I had encountered in clear air, and that the speed in the spiral far exceeded redline. Lord knows what altitude I reached, but at least I did not pass out with hypoxia.

Finally I saw a road rotating below me and spun out of the bottom of the cloud. I held the spin for another 200 feet and then recovered. Life seemed very sweet as I charged joyously out into the bright sunlight. I have not flown in cloud since that day in the mid 50's. As so many pilots have done, I learned a lesson the hard way. Thanks to Ray Parker I survived. Bless you, Ray.

Bruce Carmichael appended a warning to his story: "While Ray's recipe worked for me in a 1-26, it might not in a high-performance ship. It is possible that in this case a pilot might accelerate to too high a speed in the initial spiral and tear off the wings on reversing the bank during the resulting pull-up. The point is that a novice should not go into clouds expecting this technique is guaranteed to save him".

No Plague on our Plaque

(by Bernald S. Smith)

Readers may recall several issues ago in West Wind a series of questions about who started PASCO, who thought of it's name, who used to fly off of Mt. Diablo, etc., which was intended to start some discussion about historical perspective.

At the Western Aerospace Museum on 19Nov05 during the PASCO Seminar which preceded the Banquet, I gave a talk on the history of SSA Region 11, discussing the historical nature of soaring in our Region. At the Banquet, I mentioned the National Soaring Museum's (NSM) National Landmark of Soaring Program (NLSP). I suggested that we had a lot of sites around the Bay Area, certainly at least some of which might have historical meaning/interest/significance that merited consideration of being accorded the honor of receiving the NSM NLSP recognition. I wondered how we could do it, where we could do it, what did people think about the idea, which I explained would require 'local' funding. I can't say that there was a stamping of the floor support for the concept by the gathering, but one might draw the conclusion

that there was general agreement that recognition of the SFO Bay Area's role in soaring was a reasonable matter to pursue for acknowledgment thereof via the NLSP.

In short, the NLSP means the consideration of a proposal, from some 'sponsoring' group, by the NSM's NLSP committee who then make a recommendation to the NSM Trustees. If they approve the proposal, there follows the casting and emplacing of a bronze plaque which has a brief description of what's being memorialized. It is usually mounted on a rock or some similar 'structure', in a suitable location, e.g. at the airport in Bishop. It is funded by the local people, e.g. the SSA members/clubs in Hawaii did such for the plaque on the Pali on Oahu.

NSM does no funding of the historical markers. But they do assist in organizing a program to unveil an approved marker, including sometimes even having a Trustee meeting in the area, as part of that unveiling, as they did in Hawaii. That's a very long

way for the Trustees to go, they all being self-funded volunteers, but it shows the measure of support that exists for these landmarks.

This is something PASCO could take a lead role on, as opposed to some Specific club doing it, because we have so many sites with potential. I have offered to assist in the endeavor, which I hereby begin by submitting this for publishing in West Wind.

We do have a lot of sites; if we want to propose recognition, how should we propose? Should we propose recognition of each one by a marker, or several by one marker, or all by one marker? Do any of them merit such recognition?

Here is a partial listing of Bay Area Sites: Fremont (Warm Springs, Center Field, Sky Sailing, Fremont Airport) which could be a site on Mission Peak; South Bay (Hollister, Salinas); Central west (Montara Point, Salada Beach, Inverness/Pt. Reyes); Central east (Mt. Diablo, Altamont Range, Hummingbird Haven, Byron, Antioch) which could be a site on Mt. Diablo; North Bay (Schellville, Sonoma Skypark, Calistoga, Middletown, Vacaville). Maybe just one plaque on Mt. Diablo would be the way to go.

How many of the sites merit such recognition? E.g., I don't think Fremont Airport does, but maybe the other three in Fremont do. Nor do I think Antioch should be named, nor probably should Byron, it being not yet of historical significance.

Folks can make their own assessments of each site, looking at the NSM's site purpose, and develop recommendations thereupon. I do think the other sites I mentioned in my talk are far enough outside the Bay Area that they would not be acknowledged therein. And, we must remember, that just because there was a site, doesn't mean it should merit NLSP recognition.

Detail about the existing 14 historical sites may be found on the NSM's web site <soaringmuseum.org>, where the basic data of location and date of unveiling are listed, copied herewith:

The National Soaring Museum's...National Landmark of Soaring Program

Purpose: To identify and memorialize sites, individuals, or historic events related to the national history of motorless flight; and in the process collect, preserve and interpret documents and materials related to each approved Landmark.

1. Truro, Cape Cod, Massachusetts - 13 June 81
2. Rhodes Farm, Elmira, New York - 10 July 82
3. Fulton Airport, Akron, Ohio - 29 June 85
4. Frankfort, Michigan - 9 May 1992
5. Torrey Pines, San Diego, California - 6 June 92
6. Waynesboro, Virginia - 17 September 1993
7. Point Loma, San Diego, California - 27 April 96
8. Marquette Park, Miller Beach, Gary, Indiana – 27 July 1996
9. Nuuanu Pali Lookout, Honolulu, Hawaii - 8 December 1996
10. Arvin-Sierra Gliderport, Tejon Ranch, Arvin, California
    29 April 2000
11. Harris Hill, Elmira, New York - 1 July 2000
12. Sierra Wave Project, Bishop, California
    Airport-15 June 2002
13. Raspet Flight Research Laboratory, Mississippi State University, Starkville, Mississippi - 1 November 2003
14. Mount Washington, New Hampshire - 8 October 2005

I'd like to hear from readers of this article. What do you think? Is anyone willing to serve on a committee to pursue this as a PASCO project? I have some names in mind of folks to ask to help, but I want to hear from you!

What to do:
Communicate within a small committee to;
a) decide if any site/event/person would merit such recognition,
b) communicate with NSM's NLSP committee to ascertain if they think our concept has merit,

c) determine where such recognition should be installed,
d) decide what a plaque should say and how it should be displayed,
e) attain site erection approval from the site controlling bureaucracy,
f) develop and manage a fund-raising program (<$1000 needed)
g) arrange for plaque casting
h) arrange for plaque installation
i) arrange for and manage an unveiling ceremony

Hey, maybe we could be ready to go by next fall's PASCO annual Banquet Meeting to have plaque(s) unveiling(s) at that time! We might invite the NSM Board to have another Trustee meeting out here, combining their Barnaby Lecturer again as the speaker for our PASCO Banquet. Remember the big attendance (175) we got that time they were here, granting it had a lot to do with the banquet speaker, Henry Combs, the NSM's invited Barnaby Lecturer. It was also the biggest Barnaby Lecture attendance they've ever had.

NSM has not set anything for next year's Barnaby Lecture. The past couple it has been combined w/the SSA Directors' fall meeting but they don't get a very big turnout of folks other than some SSA Directors, NSM Trustees and a few local folks. The Barnaby Lectures are often very interesting, well-researched and certainly deserve a bigger audience. Combining with something meaningful to a lot of folks makes a lot of sense, IMHO.
I'd like to hear from you:
<bernald@juggernaut.com>; 510.656.0434

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Ray Sanford, (530) 671-4800, RNCSAN4D@COMCAST.NET

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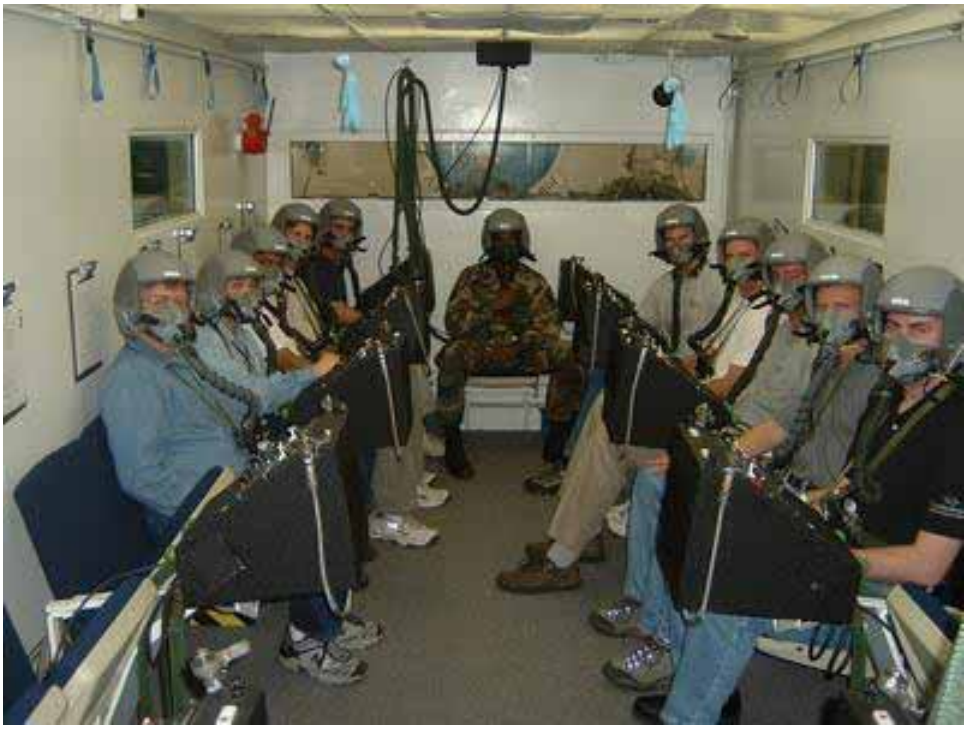

For those readers who DON'T know what this is or have never done it….YOU NEED TO DO THIS!

It is a 'chamber ride' where general aviation pilots can sign up for a ride in a military high altitude chamber where you can experience first hand your symptoms of hypoxia- very very good value and a great experience. Edwards AFB does this and I think some others in the Central valley.

Rolf Peterson can tell you more. (masthead)

Pacific Soaring Council

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