March 2006

e-WESTWIND

Spring Time Retrieve – Key Dismukes – photo by Peter Kelley

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.

Pacific Soaring Council, Inc

President, (interim)

Karol Hines
4800 Sky Mountain Cir.
Reno, NV 89523
775-747-0569
415-845-3002 (cell)
KaroLL@sbcglobal.net

Vice President,
Mike Mayo
1880 Channing Ave.
Palo Alto, CA 94303-3013
650-857-0522
echofive@sbcglobal.net

Secretary
Marc Ramsey
659 Valle Vista Ave
Oakland, CA 94610-1921
510-893-0869
marc@ranlog.com

Treasurer,
Hans Van Weersch
PO Box 61406, Sunnyvale CA 94088
408-578-7890 h, +1 408 474 6238 w
+1 408 568 2198 cell
weersch@yahoo.com

Directors

Jim Alton
2413 Cuenca Dr., San Ramon, CA 94583-2150
925-355-9289 h, 925-824-6053 w,
jim.alton@sbc.com

Yuliy Gerchikov
895-3 Quince ave
Santa Clara CA 95051
408-557-8762
gerchikov@narod.ru

Leo Montejo
34405 Anzio Terrace
Fremont, CA 94555
leo_montejo@yahoo.com
510-713-7214 (home)
650-269-8794 (cell)

Committee Chairs

Awards: **Cindy Donovan**
6430 Estates Dr. Oakland, CA 94611
415-667-9142, 211 Main/3/103
donovan_c@sbcglobal.net

Membership/Address Change **Ty White**
41600 Marigold Drive
Fremont, CA 94539-4716
510-490-6765 tylerwhite@earthlink.net

Communications & Newsletter; **Peter Deane**
1580 Sunshine Valley Rd.
Moss Beach, CA 94038
peter.deane@sbcglobal.net

Competition Secretary; **Rick Walters**
1121 Oro Way
Gardnerville, NV 89460
sr@sagedb.minden.nv.us
775 265 3386

Sawyer Award: **Darryl Ramm**
darryl_ramm@yahoo.com

FAA Liaison **Rolf Peterson**
2618 Tahoe Drive Livermore,
CA 94550-6624
925-447-5620 Rolfpete@aol.com

Web Site; **Brian Choate**
Peter Deane
bcaway@yahoo.com
peter.deane@sbcglobal.net

SSA Region 11 Directors

Karol Hines
4800 Sky Mountain Cir.
Reno, NV 89523
775-747-0569
415-845-3002 (cell)
KaroLL@sbcglobal.net

John A. Volkober
35 Wendy Court
Novato, CA 94945
(415) 250-3738
javolkober@worldnet.att.net

SSA GOVERNORS

Northern California; **VACANT**

Nevada Governor **Stu Crane**
5660 Tannerwood Dr.
Reno, NV 89511
775-849-8209 cranest@hotmail.com

Hawaii Governor **Elmer Udd**,
266 Poipu Drive,
Honolulu, HI 96825,
(808) 395-9502 h

PASCO Board Meetings; Every 1st Tuesday of the month 7pm,
Contact Marc Ramsey (marc@ranlog.com) for location 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

Firstly, apologies for the late mailing of the 'paper' version of the December '05 issue- we've had something of a crisis of available volunteer time recently, (especially bad during the pre-Christmas run-up of work schedules and other commitments) – one of the advantages of having the 'e' version of the newsletter is that it takes a lot less volunteer effort to get out to the members and so is available earlier - so I encourage our members to take full advantage of the electronic download feature if they can. If you would like to be added to the electronic 'alert' mailing list please send a message to info@pacificsoaring.org' and it will get to me- I will add your email address to the distribution list in time for the next newsletter.

Secondly, a belated 'Happy New Year' and best wishes to all in our soaring community. 2006 will be a significant year for soaring- as well as the 'regular' soaring events in the region, there is the first US Soaring Grand Prix scheduled for early July in Ely, Nevada, immediately following our Region 11 championships at the same venue. The Truckee Air Glider Race will also be held this year, probably around July 4th week, and we have the 15m National Championships in the region this year at Montague, also at the beginning of July. We have had some changes in our FBO base, with Drew Pearce of Hollister Gliding Club selling his tow business and aircraft to Quest Richlife to concentrate on his ride business.

Williams Soaring is going from strength to strength and Crazy Creek Soaring (Jim and Connie Indrebo) is winding down their business after decades of dedication to soaring. Jim and Connie will be retiring and the Crazy Creek property is to be sold to developers, though I hear 'through the grapevine' that Jim and Connie will still be very much involved in soaring but for personal enjoyment only- very well deserved. Mount Shasta Soaring Center and Gary Kemp in particular continue to do a huge service to the regional contest community by regularly running Nationals and Region level contests at one of the most technical soaring sites in the country. Soar Truckee is still going strong (though I haven't flown there personally in far too long). Avenal will continue their traditional Spring contest in May.

We have a new group of PASCO directors joining this year- Mike Mayo and Yuliy Gerchikov have joined the board and Karol Hines is acting as interim President. Jim Alton, Leo Montejo and Hans Van-Weersch have gracefully agreed to stay on in their roles, with Marc Ramsey stepping down as president but continuing on as secretary. I will continue as WestWind editor.

Our SSA Directors also do a huge amount for Soaring – John Volkober is heavily involved in assisting with the finances of the SSA and Karol Hines has been very active not only as an SSA director but also as a contest director and organizer (Regionals at Ely last year). Karol recently left the Bay Area but is still with us in Region 11 living in Reno.

It is also appropriate to offer a big thank you to all our out-going directors (Dan, Harold, Ginny) for their past help and support, especially our president for the last 2 years Marc Ramsey, who has done a great job in holding us together during a time of great pressure on volunteerism for our organization.

REGION 11 EVENT CALENDAR 2006

Date	Events	Location	Contact	Phone	URL
Feb 25th	8th PASCO X-C Seminars	UC Berkeley Physics Building	Carl Herold	775-230-0527	
Every other Sat. Mar11 to Oct 9	VSA Race Series	Williams Soaring Center	Noelle Mayes	530-473-5600	www.williamssoaring.com
Apr 7-16	BASA Wavecamp	Minden, NV	Hans Van Weersch	http://geocities.com/weersch/hobbies/soar/BASA/wavecamp/wavecamp.html	
Apr 8th	RESCO Spring Safety Seminars	Caltech Campus, Pasadena	Cindy Brinkner		cindyb@caracolesoaring.com
May 5-7	Doc Mayes' Memorial	Williams Soaring Center	Noelle Mayes	530-473-5600	www.williamssoaring.com
May 13	Opening season Soar Truckee	Soar Truckee, CA		530 587 6702	www.soartruckee.com
May 15-19	Airsailing Thermaling Camp	AirSailing, NV			www.airsailing.org
May 18-21	32nd Avenal Spring Contest	Avenal , CA	Mario Crosina	559-251-7933	Mario.Crosina@comcast.net
May 21-26	AirSailing Cross-Country Camp	AirSailng NV			www.airsailing.org
TBD	AirSailing Sports Class	AirSailng NV			www.airsailing.org
June 26 - 30	A,B,C & Bronze Badge Camp.	Soar Truckee		530 587 6702	www.soartruckee.com
June 26-30	Region 11 Championships (Std, 15m,	Ely Nv	Carl Herold	-	www.elysoaring.com
July 4-13	USA 15-Meter Nationals	Montague CA	Gary Kemp		www.ssa.org
July 4th	Truckee Glider Races	Soar Truckee	Sergio Colacevich	530 587 6702	www.soartruckee.com
Jul 15	Truckee Soaring Bash by BASA, NCSA,	Soar Tuckee	Hans Van Weersch		www.soartruckee.com
Jul 15-23	BASA Parowan Safari		Hans Van Weersch		weersch@yahoo.com
Oct 14	Race Day 15 & Oktoberfest	Williams Soaring Center	Noelle Mayes	530-473-5600	www.williamssoaring.com
15-Oct	Closing season Soar Truckee				
Early November	PASCO Annual Seminars and Awards Banquet	TBD	TBD	TBD	www.pacificsoaring.org

Club News

Williams Update

Operations are thriving at Williams – here's the schedule of events for the year.

March 11	Race Day 1
March 25	Race Day 2
April 8	Race Day 3
April 22	Race Day 4
May 5	Doc Mayes' Memorial
May 6	Race Day 5 & Doc Mayes' Memorial
May 7	Doc Mayes' Memorial
May 27	Race Day 6
June 10	Race Day 7
June 24	Race Day 8
July 22	Race Day 9
August 5	Race Day 10
August 19	Race Day 11
September 2	Race Day 12
September 13	Race Day 13
September 30	Race Day 14
October 14	Race Day 15 & Oktoberfest

Kenny Price received the award given to the "Most Active Instructor in Region 11" He also received the award given to the "Most Active Instructor in the entire USA" Kenny awarded a whopping 57 A, B, C and Bronze badges in 2005.

We are all really proud of Kenny!

Hollister Update

Quest Richlife has purchased HGC's 3 tow planes and a 2-32 glider. He will now be running the towing and training operations out of Hollister. Drew Pearce will still be around and will continue to operate the Bay Area Glider Rides business. Quest wants to let everyone know that it's business as usual at Hollister.

Quest has been a tow pilot for HGC for the last year. He has a commercial glider rating as well as his CFI and ATP in airplanes. Quest is planning to keep the business open year round so tows should be available every week this winter weather permitting.

Gliders are now tied down on the ramp area to the south of runway 24. Those of you that have a glider or trailer parked at Hollister need to contact Gavilan Aviation to set up billing for parking. Their number is 831-637-9100. The cost is $40 per trailer space. If

you keep a glider assembled on the ramp the cost is $80 a month but it includes a space for your trailer as well .The glider trailers will be parked with enough room between them to park your car. There will be a few spaces available for gliders normally stored in their trailers to park assembled for a few nights if needed. We'll be operating Thursday through Monday, and by request on Tuesday and Wednesday. We have access to the Gavilan Aviation office for computer, lounge and restrooms. The two gray "containers" have become our natural center of operations, at least for now. They're located next to the paint shop of Gavilan College toward the north end of the ramp. The BASA trailer is located inside a gated area (unlocked) to the north of the Gavilan Aviation hangar. Access is from the ramp side. Things should settle down over the next few weeks. Drew and I will keep you all posted, and I hope to write up an "operations procedures" for the new location.

Please tell your friends to tell ten people to tell ten people that we want lots of enthusiastic people to come out and take rides, instruction and tows. Safety and customer service will be our highest priorities. Best Regards, Quest.

Truckee Update

Some work has been done in the Truckee website, completing the layout of the two TAGARs! of the past year. The description of the two events has been improved, more pictures and reports have been added. Please take a look at http://www.soartruckee.com/. Regarding this year's TAGARs!, July 4th week is the likely time. Details to be announced. Please check the calendar of events for Truckee social events and camps

Truckee Mini-Seminars

Sergio Colacevich will host a series of mini-seminars, mostly for those few new faces that showed up last year in Truckee. Of course, everybody is invited. the mini seminars will each be held at Soar Truckee on Sunday morning from 9:15 to 10:00. This is the agenda:

August 6 - Flying out of Truckee: Making it back.
August 13 - Flying out of Truckee: Getting away.
August 20 - Flying out of Truckee: Climbing.
August 27 - Flying out of Truckee: Cruising.

The agenda is also posted in the Soar Truckee website: http://www.soartruckee.com/

Region 12 Update (Cindy Brinkner)

Back in the Saddle "BITS"

RESCO Spring Safety Seminar, April 8, 2006

Cal Tech Campus, Bldg 51, Winnett Center, Pasadena, CA, 8:30 am to 4:30 p.m. with catered lunch break on site. $65 pre-registration, $75 at the door. Crew, family, juniors $30.
Mail check to RESCO before April 1 to:
RESCO, 26500 W. AGOURA RD SUITE 102-726, CALABASAS, CA 91302-2969 and RSVP please to cindyb@caracolesoaring.com

Fred Robinson -Landing Bedevilment, video of ground loop and PIOs
Garret Willat -Cross-Country Flights and Strategies
Dennis Wright - SSA News from National
Cindy Brickner - Region 12 2005 Blunders
- What NTSB will Never Say
Gary Knapp - Scared Witless
- cast of personal admissions

These talks can never be enjoyed through video or Powerpoint replay which lack the speaker's inflection and wit. Don't miss this slate of candid reviews of real-life moments in So Cal soaring. The review of omissions and mistakes by others may help us break the cycle of repetition for 2006. Get your flying brain in gear before you push to the takeoff line for the season. Enjoy this time spent with friends without the distraction of heat, dust, and lift. Bring a crew, a friend or family for a significant price discount.

LATE SUMMER FLIGHTS

(Sergio Colacevich)

It so happens that towards the end of the soaring season I have remarkable flights out of Truckee, and they remain in my mind for the rest of the non-flyable months of winter. I wrote about one such of these flights in 2002, "Dances with Eagles", one in 2003, riding in high-altitude smoke, and one in 2004, looking for a way back through a blizzard. This year (2005) my memories are distributed between two flights, both having a twist to them that made them indelible.

October 8 – The forecast is for 9 to 10 thousand feet maximum thermal altitude (Truckee Airport is at 5,900'), maximum lift of 300 fpm, and some wind (possibly wave?). One storm has just passed, another is coming and I can see its shape in the satellite pictures. It is pretty cold. Snow is expected. Not something to be excited about, considering that in Truckee we need at least 13,000' to go cross-country, that the lift is usually above 500 fpm and that, being in a mountainous environment, weather can change rapidly for the worse. But there are cloudlets and other signs of early lift, so I take off at 11:05 AM and release at 7,500' because I find lift already. I am too optimistic. I spend the next 40 minutes at that altitude, and only after courageously

moving to higher and farther ground I catch good thermals that propel me with 4 knots to 13,000'.

Good, the day is much better than expected, although this is a frequent finding in the Truckee valley where the conditions are more favorable than anywhere else around. I can see lots of clouds on the Pine Nuts and fly there. I arrive slowly at the south end of the Pine Nuts, but there are not many clouds in the Topaz valley and I decide to go to Topaz airport and then come back. I cannot see what happens to the northeast, where the bad weather is supposed to come from, and I do not think advisable to go farther south.

Coming back on the Pine Nuts, the sky is now full of vertically extended cumulus clouds. While many have the base at 10,000', others have the base at 13,000' and more. When departing from a cloud at 12,500', I have to dodge others at lower elevation. The air is crystal clear, the clouds are puffy, brilliantly white ahead, in front and below me and I am mesmerized by this environment. At times I find myself below 10,000' feet and can see all the familiar territory I am flying over, at times I am high, sailing around clouds, spotting only fragments of the now unrecognizable terrain below, floating in a fantastic country populated by moving white surfaces.

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.

I arrive at the north end of the Pine Nuts, determine that the weather is still good for now and decide to go to the northeast - I can go toward the expected bad weather, and come back when I meet it. So I direct around Reno toward Air Sailing, which I reach at 7,000'. There is a glider in tow down there. Surprisingly I find some lift downwind of the Dog Skin range, which gives me enough altitude to go in front of the range and get a real climb to the 11,000' I need. Another 30 miles northeast I reach Adams Peak at 12,000'. Looking north along the ridge that continues toward Susanville I see a very dark sky: a large thunderstorm rages there, and while its aspect is intimidating, there is a promise of good lift on its edges. Looking toward Nervino and Quincy the sky shows poor clouds at low altitude.

I choose to go toward Quincy because there are not many landing places going to Susanville. On the ridge to the east of Quincy I reach a small lake a few mile north of Taylorsville, but I am down to 8,000' in places, so I cannot continue. I come back, still low. Three miles from Nervino Airport (4,900') I am down to 6,600'. I go towards a ridge where I saved myself before, and begin a long fight against the law of gravity, using very weak lift. At first I am barely able to stay up. It is 4:40 PM. After 15 minutes I reach 8,500' and try to advance toward dark clouds to the west, but after a few miles I have to come back to the same ridge.

This time after more work I reach 9,500', and in the meanwhile I can observe that the thunderstorm that was around Susanville one hour ago is much closer now. Instead of me going to the storm, the storm came to me. Very dark clouds are a few miles away, and with this altitude I try to reach for them. If I find the good lift I think is there, I can reach Truckee with one glide. But I find no lift. The clouds are good looking, but I cannot find lift. Now I continue east, having just enough altitude to reach Reno Stead. Eventually I find some sink, and my margin over Reno Stead decreases until I am below glide. And I have a range of mountain in front, and I have unpredictable weather. Now my chosen landing point is the dry lake a few miles west of Stead.

I direct towards the range of mountains. At the foot of the range I find lift. After gaining 1,000' I know I am saved, but the lift continues up to 9,000', drifting my glider and myself above the mountain range. Now I am beneath good-looking clouds, and I continue toward Reno Stead and more clouds. A few miles east of the airport I finally find the climb that takes us to cloud base at 12,000' and I am in final glide for Truckee.

On a day that on paper one could only fly a couple of hours locally, I flew more than 7 hours and covered 272 (OLC) miles. Notably, from the ridge at

Checking for the cause of this strike of wealth, I look up at the very large and dark band of clouds under which I am circling, and I see an eagle.

Nervino where I got stuck, I had to go 30 miles away to Stead to make it back. I did a fantastic flight among the clouds, went far north at low altitude, saved my flight and came home victorious. Now that I am writing about it I can still recollect navigating over the Pine Nuts with the sensation of detachment and marvel created by the bright white clouds around, above and below me. A luminous sky was pouring diffuse light from the ocean of air above. The world below was a far indistinct background, like the mysterious unfriendly bottom of an ocean. These images will remain part of me forever, and I will never be the same.

October 15 – This is the last day of the Sierra season. Truckee closes for winter after this weekend. The forecast today is for 9,000' maximum thermal altitude with 400 fpm maximum lift. It is cold. Max. temperature 59^0, trigger 56^0. It does not look much of a soaring day. But there are many cloudlets, and when the tow pilot comes down referring about finding lift, I take off. Temperature is 49^0, 7^0 below the forecasted trigger; time is 12:22 PM. I release at 7,500' and find plenty of weak lift everywhere under low tenuous clouds. I direct towards Sierraville, where I can see better in the north direction and realize that the weather is very poor there.

I will go to Air Sailing then. Given the low cloud ceiling, no more than 9,000', I have to negotiate the crossing of the Loyalton ridge using some arithmetic. But there is lift everywhere so I can continue with "no problema". I turn Air Sailing looking down at a 2-33 in tow, and direct my plane towards Tiger Field Airport. Near the Virginia Range towers I am low at 7,000', have to come back but my retreat only lasts one mile. I find lift that takes me up enough to change my safe landing place to Silver Springs, and after a while and more miles, to Dayton Valley Airport.

In this way I can reach the Pine Nuts and run slowly along them at about 10,000'. I pass over the Topaz airstrip and try to go south some more. Just after Topaz, at 8,600' I find a robust thermal, whose strength soon increases to 700, 800, then 900 fpm! Looking around amazed and checking for the cause of this strike of wealth, I look up at the very large and dark band of clouds under which I am circling, and I see an eagle. While looking at it fascinated, I discover that there is another one nearby. Then I find that there is yet another one. Three eagles! The one closest to me looks aggressive, it comes as close as a wingspan away then suddenly changes path with a flick of the wings. Goes up again, then comes back as if challenging my presence. Again it looks like it charges towards the glider, then with a swift movement deflects the path trajectory and goes away. I have read of an eagle attacking a glider and being killed after breaking through the canopy, and the pilot landing with the animal still in the cockpit, the talons gripping the pilot's jacket. I am pondering if it is the case to leave, but we all

have reached cloud base at 12,000' and we go our separate ways.

Still thrilled by the unexpected lift strength and by the encounter with the eagles, I continue south, having decided to come back at three o' clock. With this time limitation I can only reach up to the Desert Creek Peak, then with a large turn to the left I do my 180^0 and direct towards the Pine Nuts. This takes me near to the spot where I found that terrific lift before and again I find 9 knots lift! Back to 12,000' I direct straight to Truckee, pass over Minden and cross Spooner pass entering the Lake Tahoe basin, but just above it at 8,000' and go back to the Minden valley.

The clouds in the Minden Valley are based 10,000' to 11,000', and they are far enough from the Tahoe ridge that I cannot use that altitude to get back. There are clouds on top of the Tahoe ridge, but I estimate that they are generated by the ridge and I am below the ridge and downwind of it. I decide to go to Carson City, to land there and get a tow. They have already called me from Truckee and I have answered to please wait, I may still be able to make it back.

Going toward Carson City on the lee of the mountain, and on the edge of a band of clouds very high above, I am down to 7,000' but then find some weak lift on the back of Spooner Summit. I take it and get to 9,300'. Interesting. Study the clouds, move ahead, find some more lift, this time a 4 knotter to over 10,300'. Now this is really interesting, but I cannot make it back yet. I need some more. Move along the clouds edge, more lift! 5 knots to 11,300! This is plenty, and once more, I make it back to Truckee, after a 5 hours and 217 (OLC) miles flight. The same itinerary, made at 15,000', would be senseless and boring. There is nothing more satisfying in a glider than earning your way back in the face of the difficulties posed by the weather and the circumstances. Why do we need the challenge of a demanding enterprise to feel alive? It seems it is our nature to seek for the new, the different, the unknown. To explore. Try. Learn. Test ourselves and our ability to cope with novel situations. There are people that like to see an adventure in a movie, we like to live it in our weekends. In addition, we live it in a wonderful environment, which intensity no movie can reproduce, and at times, we may happen to have great encounters in the sky. I never was a particularly lucky guy in anything, but I feel I am so lucky to have found this wonderful way to exist.

Back to Truckee. On a day that looked like a local day, I flew more than 7 hours.

My Adventures with ELT installation ***(Peter Deane)***

An ELT (Emergency Location Transmitter) is a device which emits a emergency signal on emergency frequencies (121.5 as a minimum) if a lateral (fore-aft) acceleration of >5G is experienced. The new Nationals contest rules for 2006 stipulate that ELT's may be required by CD's starting this year. While not mandatory for all contests, it is obviously essential to have one just in case. Not only that, but it's a fairly important piece of safety equipment to have should you hit the ground somewhere and are injured, unconscious, incapacitated or worse and unable to call for help. It allows you to be found by search and rescue teams when you've been reported missing and have had an accident. If there's one thing you can do (turn it on) when you're incapable of anything else, it can also be a lifesaver.

There are many ELT's out there and several vendors will willingly give you one in exchange for some cash (some more than others). Williams, Craggy Aero and Wings & Wheels spring immediately to mind. I'm not going to give a comparison of ELT's here but a quick web search will give a good start to your decision making process. Basically there's non-TSO'd units (like the very elegant and relatively inexpensive and basic Filsner product), TSO'd units, which have to be installed to specific standards. There are basic units that transit on 121.5, TSO'd or not, and then there's fancy expensive ones that spurt out gps cords and all sorts of frequencies to tell people where you are – and these are just fine- just depends what you want. My philosophy here is that whatever unit I bought, it's better than not having one at all, and that a good quality, TSO'd basic function is all I was looking for. I'm lazy as well as cheap, so I need to be able to install it myself, (low $$, and my LS8 is Experimental) in a weekend (low time), and installation must be as convenient and quick as possible (low effort). I ended up buying an Ameriking 450 ELT for under $200. I wont tell you where because someone somewhere will give me a hard time for not having bought it from them. But they do have a very good web site with many, many ELT options and gave me a lot of advice on installation.

OK- Down to brass tacks - after looking at my super-duper no-room-to-move standard class ship for places I might be able to stuff one of these modern marvels, there was only one option for the unit itself – the parcel shelf. Problem is, it also has an antenna – and it wasn't small. A rubber ducky was an option but they're not so great as antennas and besides it was $35 bucks extra (see 'cheap') so I wanted to try and use the supplied ¼ wave antenna, which came ostensibly to be mounted on the outside of the aircraft at a rather rakish angle.

Well there's no way I'm putting an outside antenna on my glider so an internal location was required. Hey! What about the parcel shelf? My glider, while still super-duper is not quite as super duper as some which come with carbon fiber fuselages so I didn't have a problem with an internal antenna which actually touched the inside of or radiated within a carbon fiber turtle deck. If I mounted the unit and the antenna on a steel plate mounted to hard points on the parcel shelf, I could get a 'per-spec' installation with a built-in ground plane AND it is easy to access, arm, disarm, replace, inspect etc etc. Inspired, I tried to figure an installation out. It was tight and awkward and there were 101 things I needed to make sure I was clear of while still having access to the front panel of the unit, like the wing spars (got to be able to put the wings on after all), no blocking of wing pin access, antenna cable and remote control unit cable access and routing to name a few. In addition I had to be able to remove or replace the unit to change the batteries as per TSO requirements on an annual basis. One smart thing I did was to make a template for the steel mount out of cardboard and modify it, try out different ideas and mark up key areas and design ideas before I cut any metal. This allowed me to make something which would fit for sure and prevented having to do things twice. Your own installation will be different to mine so I recommend this approach to customize and ensure a good fit. Another really smart thing I did was to take some pictures and talk to my favorite A&P (JJ Sinclair) before I did any fabrication or installation. He OK'd the basic idea before I installed it and I recommend you do the same.

The base plate was made from 16G steel sheet purchased from Orchard Aviation Supply, and I also purchased some countersink 4-40 bolts to attach the ELT mounting bracket to the base plate. The cardboard template was transferred to the steel and the cuts and holes were made with my trusty hacksaw and drill at home on my very basic workbench.

I drilled and tapped the base plate for the 4-40 bolts to remove the need to fiddle around with blind nuts behind the plate, and also used 1/8" plywood epoxied to the top of the plate to give a flat support on all points for the ELT mounting bracket- this was to provide 1/8" clearance for the hard point mounts, one of which needed to be underneath the unit itself.

The Ameriking came with a remote control unit to be mounted in the instrument panel and this was the other challenge. Getting the RJ11 connector and cable underneath the seat pan was not a problem but getting the cable underneath and

through the foot plate (already glasses in) required the use of coat hanger wire and plenty of tape to

Parcel shelf hard mounts before reinforcement

Assembled unit with antenna and bracket

attach the connector to the hanger wire and use this to feed the cable through the extraordinarily small and awkward space near the rudder pedals so the cable could be run up the panel and canopy support arm in the nose up the instrument panel itself. RJ11 connectors are small and brittle and so need plenty of tape to protect them when being pulled through an awkward confined space. Making space for the coax cable to go underneath the antenna and plate and up into the ELT itself required some spacers attached to the base plate to raise the plate enough (see Fig 7-8) Drilling through the gear box for the cable was not an option as there was no clearance from the box to the gear and the risk of fouling the gear mechanism itself was too high. I key part of the installation is the use of an elbow adaptor for the antenna BNC cable – without this the unit would never have fit in the space available.

Finally, the installed unit is shown.. Test the unit before your final installation by monitoring 121.5 while turning on briefly. Transmitter tests on the ground are restricted to the first 5 minutes of each hour and to 1.5second duration maximum. I Hope this helps with your installation, and good luck!

The unit prior to painting showing tapped base

Cramped space for the cable into the nose

The remote unit in the panel (rear view)

The Final Installation..

The mount and antenna installed without ELT

My PhD. In Fear

(JJ Sinclair)

At 68 years old, I'm all through being macho, let's talk about something most of us have experienced to one degree or another -- Fear in the Cockpit

I know fear like few others. I know what it smells like (sweat), I know what it tastes like (dry mouth), I know what it feels like (peach seed in the pit of my stomach). Most of us are equipped with a built in fear warning device we call *the little voice* and when it goes off, it says, "You're going to die." After flying 200 combat missions and ejecting twice, I hold the equivalent of a Ph.D. in fear. ->>>>

Join PASCO today!

A $25 Membership includes A One Year subscription to *WestWind*

Name _____

Address _____

City State Zip _____

Phone _____

email _____

❑ New ❑ Renewal ❑ Gift

(from _____)

Please make checks ($25)payable to PASCO
Send to: Ty White, Membership Chairman
41600 Marigold Drive • Fremont, CA 94539

I know how it feels to fly again when your body says; "Don't do it." I threw up on my first flight after ejecting from the RF-4. After ejecting from the F-111, every fiber in my body screamed, "don't do it, don't be a fool, they offered you a ground job, take it." I stuck with it and I'm glad I did. Truth is, I would have dropped that F-111 without a second thought, but I was building a sailplane and I knew if I chickened out on military flying, I would probably never fly the Duster.

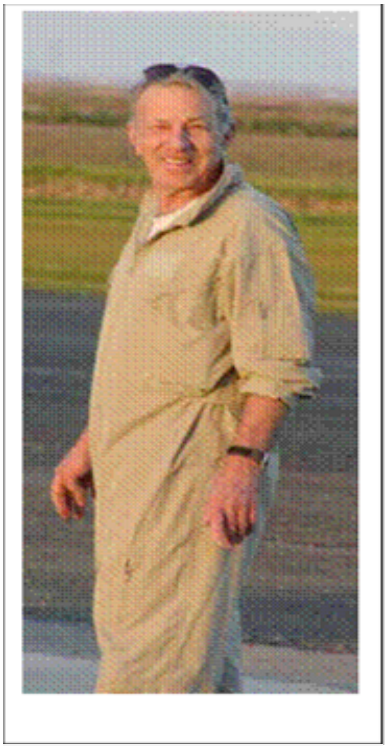
So, I'm an admitted coward, right. Not so, the coward runs from his fears. I think it takes courage to face your fear and learn ways to deal with it. Fear is a natural emotion, fear is what kept us from playing in traffic when we were young, that and the fear of what our mother would do, if you survived the traffic. When Kenny Bregleb was attempting to break the world land speed record, he was haunted by a reoccurring dream where he saw himself dying in a flaming ball of twisted wreckage. It got so bad that he finally went to see a shrink about it. After listening patiently to Kenny's dream, the shrink told him, "there's nothing wrong with you and if you keep driving that race car you ARE going to die in a flaming ball of twisted wreckage."
I remember one day in Laos, we were doing a road reconnaissance on a little dirt road that was part of the Ho Chi Min trail. We were at 500 feet, 420 knots, cameras on, things going OK. Our road followed a little river and up ahead I could see the road and river went into a canyon (fear factor 1). To make things more interesting, I started to see tracer rounds coming by the cockpit (fear factor 2). My pilot shoved in the power as we entered the canyon doing 600 knots (fear factor 3). The canyon walls rose sharply and, in a heart beat, they towered over us a good 500 feet (fear factor 4). My pucker factor was getting out of control as I started biting button holes in my seat cushion and the little voice started in with the only phrase it knew, "you're going to die." Up ahead I could see that our little road and river made a sharp turn to the left, and so did the canyon (fear factor 5). My pilot stood her on the left wing and pulled about 5 G's (fear factor 6). We made the turn and didn't hit the far wall of the canyon. Then I saw that our little road and river was making a hard right turn (fear factor 7). We rolled from a 90 degree left bank, immediately into a 90 degree right bank, pulling 5 G's in both turns, with nothing but canyon walls on both sides (fear factor 10). OK, boss, that's the end of our assigned task, GET THE HELL OUT OF HERE.

Some of us (**most,** I think) experience fear in our soaring. It usually is associated with slope soaring. We call it, getting on the rocks, rock polishing, talking to the squirrels, counting pine cones, and other catchy phrases. I do know a few soaring pilots who are afraid of the rocks, and with good reason. We just buried a damn good pilot that hit the rocks.
I don't think you should be doing anything in a sailplane that you aren't comfortable with, but you can't be a successful cross country pilot without using the rocks. I don't think you should **ever** be completely comfortable on the rocks, but you should **not** fear them. When on the rocks, we are in fact, very close to instant death. So how do we handle our fear, what do we do when the little voice says, you're going to die? It took years, but I have taught my little voice a new phrase, it now says; "If you don't follow the rules, you're going to die." When on the rocks, we must be thinking about the wind, sunny side of the hill, hot rocks, sharp pinnacles, and deep canyons that will funnel the lift upward. We must follow the rules. Keep the speed up. Don't circle until you fly by once and check the air. Always have an escape route. There's nothing wrong with being concerned when flying near the rocks. You need to have a healthy respect for them. If you play on the rocks and don't follow the rules, the little voice is right, you **ARE** going to die.

If you are new to soaring or just haven't felt comfortable chatting with the squirrels, I recommend you fly with an experienced mountain man and then ease into it, at whatever level you are comfortable with. You must push the edge of your comfort zone though, or you will never progress to the highest level, that of "Rock Polisher Extraordinaire." In the western part of the United States, I do not believe you can be a successful cross country pilot without excellent rock polishing credentials.

See you on the sunny side of the rocks, **JJ Sinclair**

JJ Sinclair retired from the Air Force in 1974 after 22 years of service. After retiring, JJ established an FAA Certified Glider Repair Station in Placerville, California, and operated that facility for over 20 years. He has flown a 1000K zig-zag in his LS-7 as well as a 1000K triangle in his Nimbus-3, but takes more pride in having flown Silver, Gold and Diamond Badge Flights in the wooden Duster that he constructed in 1973.



2006 PASCO X-C Seminar Notes (from Thomas Jue)

I went to the PASCO Seminar today. Key Dismukes was there also. I thought it was going to be over my head, but surprisingly, I understood a lot of what they were talking about.

Carl Herold - Flying with Intuition Based On Experience

Carl Herold is so passionate that you won't fall asleep listening to him! He gave me a better understand of what takes place in the atmosphere and how he takes advantage of this in his flying, especially how he exploits the energy produced around clouds as he "Cruises". Even though it'll be 100 years before I get to this point, I can still dream about it! It was

definitely fascinating and informative. One of Carl's messages was "intuition based on experience" and that pilots fly better with intuition than instruments. I never thought of "experience" as part of "intuition", but then thought to the numerous times Kenny was telling me to acquire the "look" as I entered the landing pattern instead of depending on the altimeter. I never thought I would acquire this "intuition", but after two years, with "experience", I did. Carl showed us a lot of breath taking photos from his Bitterwasser (South Africa) experience. Carl doesn't limit his talk strictly to soaring; he also included a lot of informative discussion of the people and geography. Carl also featured Guy Acheson (as 'honorable ballast') as one of his examples of Cruising vs. Climb & Glide.

Peter Deane and Chip Garner
It was a pleasure listening to both Peter Deane and Chip Garner. It gave me a better understanding their progression from beginner to winning races. It was very encouraging just listening to them talking about it. Peter had place 1st at the 2001 Tonopah Regional's and 2003 Minden Regional's. Chip is a US Team member, 3 times National Champion and developer of Navigator 2.

PASCO Sawyer Award
I was pleasantly surprised to see so many names listed that I knew from Williams:
Among these were Gary Kemp, Pete Alexander, Ray Gimmey, Peter Kelly, Sergio Colacevich, Milton Hare.

LeConte Physics Building
Get use to this place! Carl wasn't happy with the poor service he had received from hotels in the past. He said his future seminars would be held at this site. It is a very nice facility. Although the campus is large, you just look for the huge Campanile Tower sticking up in the air and the LeConte Physics Building is right next to it. Instead of paying the hotels, Carl donates a significant part of the fees we pay to the UC Physics Department.

Doc Sawyer Remembered…an interview with Greta Bohac

The internet truly has made the world a smaller place. One day in January this year I received an unexpected email from a gentleman wanting to know if the Doc Sawyer he had read about on our PASCO website might in fact be the Doc Sawyer who had treated his mother for a serious illness and who had become a family friend until his death in a flying accident in the late 50's. It turned out that after a few emails back and forth that their family friend and close friend of his mother Greta Bohac was indeed the late Dr John Sawyer and so I arranged to visit with her to hear her story and interview her for a short article in WestWind. Doc Sawyer died in 1958 in a glider accident over the White Mountains and this was a rare opportunity to find out a little more about the man who inspired our most coveted cross-country soaring award.

Greta is a lovely lady, 90 years young, currently residing in a nursing home in Castro Valley, California, and is witty and full of life. Meeting her was a real pleasure and I was very grateful for the opportunity to talk to her and her son and daughter, Robert and Terri. They all allowed me into their lives for a short while to hear Greta's remembrances of Doc Sawyer.

I found out that Dr Sawyer was an MD practicing in Berkeley in the late 40's and 1950's until his death in 1958. Greta first met Dr John Sawyer through his medical profession, becoming a patient of his when she became seriously ill with peritonitis after the birth of her daughter, Terri, in the late 40's. Doc Sawyer became good friends with Greta and her family and was their family physician. In the early 50's after taking her up in a power plane he persuaded Greta that she would make a good pilot and suggested she learn how to fly. He became her instructor, Greta also taking instruction from Jim Graham and the three of them becoming good flying buddies. A favourite story, like any pilot, was her vivid memory of Doc Sawyer sending her solo. She had a regular lesson, like any other, when Doc Sawyer said after a landing "Well I guess we'd better go round and try that again". Greta was concerned she was getting sloppy, when Doc Sawyer suddenly stopped and jumped out of the airplane on the taxiway saying "Well pilot, you go, and don't forget to come back and pick me up! " Her first solo went smoothly of course, and soon she was flying an Ercoupe out of Buchanan Field in Concord (when that part of the world was still very rural and not as busy as it is today). That continued thrill at the memory of a first solo is a hallmark of anyone inspired by flight, one of the great experiences of life.

Greta said that if it hadn't been for Doc Sawyer she would never learned to fly, and she loved to fly; she would say to her flying buddies "anyone fancy some lunch? how about Monterey?" with a 'dare' in hr voice, and off she and her friends would go. Greta loved her Ercoupe; she has a model of one hanging over her bed in her nursing home, made by her son Robert. She didn't like high-wing aircraft all that much, preferred the feeling of security she had with wings underneath her and the visibility of the bubble canopy on the Ercoupe.

Greta became heavily involved in flying, and was president of the 'Flying Skirts', an all-women flying club based at Buchanan Field (see photos and news article attached) for 5 years. She wanted more women to know how wonderful flying was- most she knew had no idea of the joys of flight and had never been in a light aircraft. Some information on her exploits and the club itself is enclosed here with a newspaper cutting and a picture of the Flying Skits themselves taken in 1952 at Oakland Naval Station. Greta is 8th from the left.

Greta had several memorable adventures while flying her Ercoupe cross country, much as we glider pilots do. One she recounted to me was one long cross country trip when she had to find somewhere to stop for a drink (she wasn't carrying any water); she spied a very nice long wide runway and made a perfect landing, and was immediately surrounded by military police- "I'd never seen so many Jeeps in all my life!" Undeterred she politely asked for a drink, (which she received) and was allowed to go on her way. (Those were the days. Ed) On regular days flying Doc Sawyer would sometimes escort her home – but with a difference- she was driving home in her car, and Doc would be flying overhead to make sure she made it home.

Greta flew actively until 1958 when Doc Sawyer died. She described Doc Sawyer as a kind, gentle man who loved his flying. Greta and her family would often visit for barbeques and dinner parties. Doc Sawyer had a son who at the time was quite sick (no details, but I understand he is still alive and well) and Greta would go and keep him company occasionally. Dr. Sawyer's death hit Greta very hard and the flying became too strong a reminder of the loss of her friend and she found the flying too painful – she stopped flying and never went back. I asked her if she had ever been in a glider with Doc. "Well John talked about gliders a little but he knew he'd never get me up in one- I never liked any airplane that didn't have a wing underneath me and a motor in front of me" – so it seems that she too was a little daunted by the idea of flying without an engine. At the end of our delightful visit, I again expressed surprise at the fact she never went up in a glider, given her long friendship with Doc Sawyer, and I explaining that we had 2 seaters for training and rides in the same way power planes do, and that if she was interested I would take her up. She said 'well I did say I'd never go up in one' in a very determined way and then she twinkled at me " but if it was with you I think I could".

Greta Bohac, still stealing hearts at 90 years old.

Your editor with Greta after our interview

EMERGENCY BAILOUT PROCEDURES
by Allan Silver

Would you like to reduce your egress time by 50% or more? All you have to do is practice your emergency egress procedures before and after each flight. It's a simple concept yet very few pilots do this. After all, accidents only happen to someone else, right? Over the past few years I've run clinics at conventions, flying group meetings and FBO's teaching pilots and instructors how to egress their aircraft in case of an emergency. It soon became apparent that by teaching pilots to practice these procedures before and after each flight, the time needed to egress an aircraft was drastically reduced.

WHY PRACTICING WORKS
If you have no game plan, the thought process during an emergency is a four-step, panic-filled process that goes something like this:

Step #1 Recognize The Problem.
Also known as the "Oh Sh**!" step. When a major problem occurs, your brain will take a second or two to realize that your left wing has left the airplane!

Step #2 What Do I Do?
I need to bail out. Should I jettison the canopy first, or am I supposed to unfasten my seatbelt?

Step #3 How Do I Do It?
Where is that canopy release lever? Do I push it or pull it?

Finally, you arrive at Step #4 Actually Doing Whatever You Figured Out In Steps #2 and #3 … and hope you have enough altitude left to do it!

Any hesitation in these steps starts to add up. By practicing before and after each flight, Steps 1, 2, & 3 can be eliminated (well, I suppose you'll never really eliminate the "Oh Sh**!" step, but at least you can keep it to a minimum) and Step 4 can be accomplished more quickly. You'll be reacting because you've developed a habit of practicing egress procedures over and over.

Practicing is a process, not a one-time event. When you first learned to fly, your instructor didn't show you how to make one landing and then said, "Great! That's over with!" You had to spend hours in the pattern to get good at it. Even now, you continue to practice maneuvers you've done over and over to make sure you don't lose your edge. Preparing for an emergency is no different. We are creatures of habit and repetition is the key to reacting quickly and decisively. Nothing but practice, practice and more practice will achieve this goal. The results will save you precious time and altitude which, in a real emergency, could mean the difference between making it home to view another sunset or not.

STRATEGIZE WHILE YOU'RE ON THE GROUND
Start by looking at the aircraft you are going to fly and establish a plan of egress. There are certain actions you must take in any aircraft and you must do them in the correct order. I have a catchy phrase to help you remember: "CANOPY – BELTS – BUTT." If you fly an open cockpit airplane, you can skip the canopy part. But if you have a canopy (or door) it is extremely important that you jettison this before unfastening your seatbelts. We've seen placards on some popular aircraft that suggest loosening belts first. Don't do this! Your belts are the only thing holding you in the aircraft. If you're tumbling out of control and unfasten your belts before jettisoning the canopy, you may be ejected through it or pinned in a position where you can't reach the release mechanism. Neither situation is desirable. Unless you absolutely cannot reach the release handle with your belts on, always jettison the CANOPY first, then release your BELTS, then get your BUTT out of the airplane.

If you're flying someone else's aircraft, or a rental, become familiar with and discuss their emergency procedures before your flight. Some possible questions to ask are:

Does the canopy or door jettison?
If your door or canopy has a separate mechanism to jettison it during an emergency, learn how to operate it. Also, make sure this mechanism actually works!

If the canopy slides back, does it lock in place?
If not, it could slam forward on your hand and fingers. A possible solution would be placing an elbow on the track.

Does your canopy swing open to the side?
If it does, maybe a shoulder against it will help prevent it from slamming back shut on you during a bail out. Aerodynamics can play strange tricks when an aircraft is plummeting out of control. Don't assume the canopy will just rip off in the slipstream.

Also, think about how you would actually claw and crawl your way out of the airplane. In an emergency, you're not worried about where you step or what you might break on the way out. Bailing out is quite different from the way you normally get out of your airplane (unless you routinely dive out head first onto the ramp!) and will probably be difficult if the aircraft is tumbling out of control and pulling positive G's. In general, it's best to try and dive out over the side head first. This minimizes the chance of hitting your head on the tail. But the important thing is to get out any way you can and as quickly as possible.

There are many other things to consider, but I'm trying to get you thinking about the various scenarios that might occur. Work out a possible solution from the comfort of your hangar, while you're still on the ground. Remember Murphy's Law: whatever can go wrong, will…and at the most inopportune time!

(DEPLOYING & STEERING YOUR PARACHUTE)
When we left off, you managed to successfully escape your disabled aircraft. Unless you bail out on a regular basis, these next two segments in our three-part series will involve mostly mental practice and visualization. But it is valuable practice time that can save your life.

DON'T FALL OUT OF YOUR PARACHUTE
All the practice in the world won't help if your parachute doesn't fit properly. It's rather embarrassing to be tumbling in freefall after a successful egress and notice a parachute just like yours floating a few feet away! You can fall out of an improperly adjusted harness. This has happened in the past and it's so easy to remedy. Your parachute rigger will be able to help you. A properly adjusted harness will place the 3-bar adjuster slides (if your chute has them) just below your collar bone (see Figures 1 & 2).

GRAB THE RIGHT PARTS
Now that your parachute is adjusted properly, let's make sure you can easily identify the ripcord from all those other shiny pieces of metal. You or your parachute rigger should put a piece of brightly colored tape on your ripcord handle. This will help you to see and quickly identify the handle, saving precious time. You should always try to pull the ripcord with both hands (Fig. 3), but what if one is injured? Think about and practice how you would pull the ripcord if one arm is injured. I teach the methods shown in Figures 4 and 5 on the next page.

Two-Handed Pull (the preferred method): grasp ripcord with right hand, place left hand on top and hook left thumb in ripcord. Pull straight out – hard! Before every flight, take a moment and visualize jettisoning your CANOPY, unfastening your BELTS, and getting your BUTT out of the aircraft. Look at the ripcord, grab it with both hands and simulate pulling it. Grab it with only your left hand and simulate pulling it. Grab it with only your right hand and simulate pulling. Go through this process once again at the end of your flight after you shutdown. Practicing before and after each flight only takes a few seconds and you'll be conditioning yourself to react in a real emergency.

Figure 1.

Figure 2.

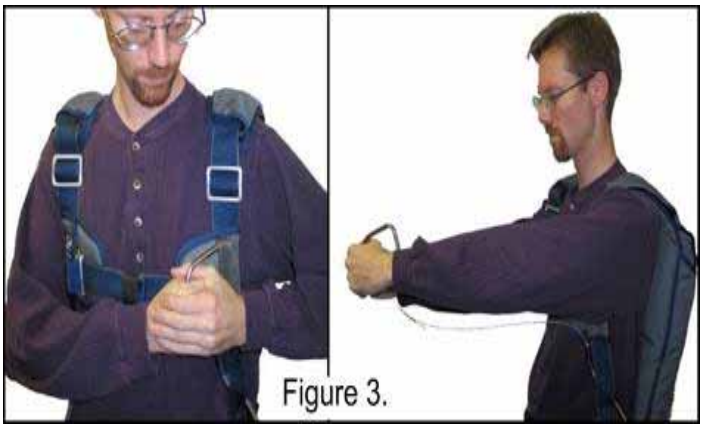


Figure 3.

Figure 4.

This is the hardest way to pull the ripcord – If your left arm is injured pull the ripcord across your chest with your left hand like you're elbowing someone next to you.

YOU'RE NOT ON THE GROUND YET
Opening your parachute is, of course, the most important part of any successful bailout. But there are still many steps you can take to increase your chance of survival and minimize injuries. Don't go through all the effort of scrambling out of your doomed aircraft and successfully opening your parachute only to land downwind in 20 knot winds, or create a fireworks show in

some power lines. Floating back to earth under an open parachute certainly beats trying to grow feathers on the way down, but if you just drift at the mercy of the wind, you can still be seriously injured on landing. Steering your parachute to avoid life-threatening obstacles and to face into the wind for landing gives you the best chance to avoid, or at least minimize, injuries on landing.

GET A GRIP

Steering your parachute is easy if you have steering handles. They are typically a loop of gold or red webbing attached to a steering line that goes up to one of the rear vents on the parachute canopy (See Figure 6 on the next page). By pulling one of these handles, the corresponding vent is partially closed and the parachute turns.

Not all parachutes have steering handles. The manufacturer may rely on you to remember which riser to pull down on. The risers are those pieces of 1 ¾" wide webbing that the connector links and lines are attached to. Pulling down on one of the rear risers has the same effect of closing a rear vent, although it is slightly harder than pulling on just one steering line. There can be four risers above your head and pulling on the wrong one can make steering more difficult. It can also increase your rate of descent and, in extreme cases, collapse your parachute. At the very least, your parachute rigger can sew handles directly onto the rear risers to make them easier to identify and hang onto. Installing steering handles and making sure you know what they look like and where they are located will help lessen the stress during an actual emergency. Why not stack the deck in your favor ahead of time?

If right arm is injured, grasp ripcord with left hand and hook thumb inside ripcord (just like in the two-handed pull). Pull straight out from your body.

This is the hardest way to pull the ripcord. If left arm is injured, grasp ripcord with right hand and pull across your body like you're elbowing someone behind you.

After your parachute is open, take a hold of the steering handles or rear risers and do not turn them loose until you have landed. To keep the handles from blowing around in the wind, they are typically tacked in place with thread that is easily broken when you pull on them. If the steering system is properly rigged, you should only need about 10 pounds of force to pull the handles and steer.

Up high, you can pull one of the steering handles or risers down as far as you want. You won't collapse the chute; it just turns faster. Remember to pull down only one handle or rear riser at a time. Pull the right handle or riser to turn right and the left to turn left. When that turn is completed, all you have to do is ease the pressure off the steering handle or riser and allow it to return to its original or neutral position. When landing an aircraft, you make smaller corrections as you get closer to touchdown. The same applies to steering your parachute. Try to make only minor inputs when low to the ground as this will reduce the oscillations (swinging) and help you land softer. The only exception is if you recognize a life-threatening obstacle, like power lines, at the last moment. You must miss these even if it means making a low turn or landing downwind.

It does you no good to face into the wind and land softly in the power lines. Remember that arm that was injured during the bailout? It hasn't healed yet, so think about how you would steer with only one hand. Be creative. If you can't make a 90 degree right turn because your right arm is injured, try making a 270 degree left turn instead. Two wrongs don't make a right, but three lefts do!

There is still a critical, potentially life-threatening hurdle in the bailout process. Find out how to overcome it in the final segment of our three-part series. If you have questions please feel free to call 510 785-7070 Mon. – Thurs. or email me at Allen@SilverParachutes.com. Visit my website at www.SilverParachutes.com for additional information.

PARACHUTE STEERING 101

LANDING YOUR PARACHUTE & GETTING BACK HOME!

APPLES & ORANGES

The majority of pilots wear emergency parachutes with round canopies and you must not confuse these with the rectangular, ram-air canopies used by skydivers. They are apples and oranges. Everyone has seen skydivers in the movies, at a local drop zone, or at an air show. Maybe you've even made a jump. You may have noticed or were taught that rectangular, ram-air parachutes are flared for landing by pulling both steering

handles down at the same time a few feet before landing, much like flaring an airplane. These "apples" are actually non-rigid airfoils. Your round "orange" is an umbrella, not a wing. If you try to flare a round parachute, you will, at best, increase your decent rate, and at worst, partially collapse the canopy. A partially collapsed canopy will reinflate in about 20 feet. This is not good if you are 18 feet above the ground! More on landings later.

WHERE WILL YOU LAND?

Most steerable, round parachutes are designed to have about a 5 mph forward speed. Air flowing up into the canopy is forced out the vents in the rear. Kind of like a jet engine but without all the noise. This dampens oscillations and makes the parachute steerable. The 5mph forward speed created by the vents cannot be stopped. Pretend the gas peddle is stuck at 5mph. With this knowledge and the diagram in Figure 7 you can get a rough idea of where you're drifting. If there is no wind, then you'll be going 5mph in any direction you are facing. If you don't like what's in front of you, turn and head in a new direction at 5mph.

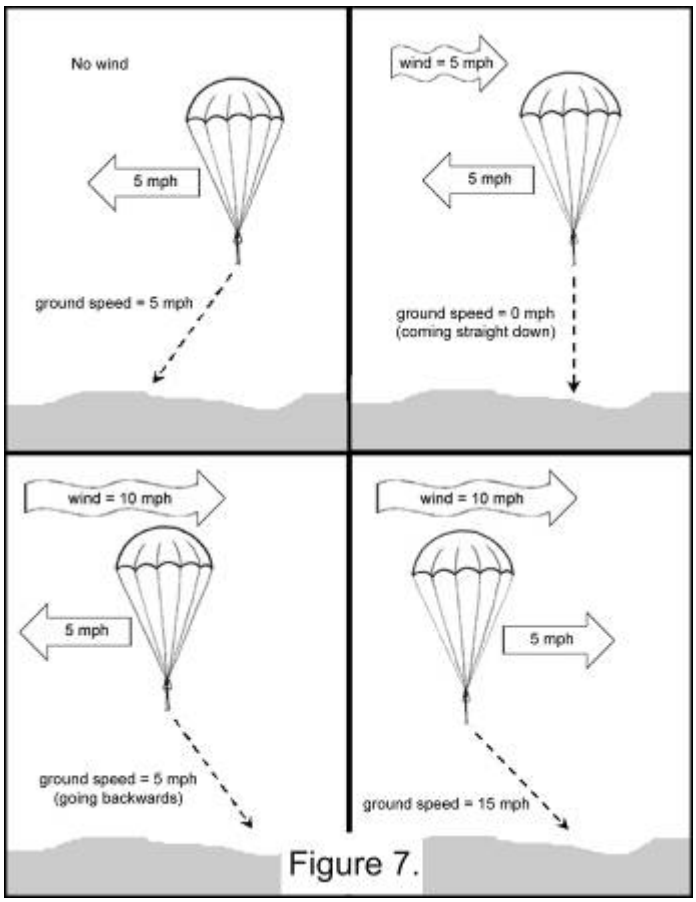


Figure 7.

In the unlikely event that the wind is blowing at exactly 5mph, you'll be coming straight down if you face into the wind. Look below you and decide if this is where you want to land. If you see something that you would not like to land on (like those ever-present power lines) and have plenty of altitude, just turn your parachute180 degrees and head downwind at 10mph. Once you are downwind of the obstacle, turn back into the wind. You won't make it back to that obstacle unless the wind dies down and you have enough altitude.

TIP: Steer away from roads. Besides the obvious danger of getting hit by a car (a real bummer after just surviving a heroic bailout!), power lines usually run alongside roads and can be hard to see until it's too late.

In our final scenario the wind is blowing at 10 mph (or any speed faster than the 5 mph forward speed of your parachute). Facing into the wind will have you drifting backwards, but it's better to land going backwards at 5 mph instead of facing forward going 15mph. Just remember to glance over your shoulder on the way down to see what obstacles you might be heading towards.

ON THE GLIDESLOPE

For a parachute to be certified, it must have a decent rate of no more than 24 feet per second. Decent rate is affected by your weight and also the model of parachute you choose, but for the average person, 16 feet per second is a good number to work with. Couple that with the 5 mph forward speed and you're looking at a glide slope of about 45 – 60 degrees. Of course, this will vary with the wind and other factors, but we're not concerned about doing trigonometry during a bailout. We're dealing with a rule of thumb that will help save your life. If you look down (or behind you, depending on which way you are drifting) about 45 – 60 degrees, that will give you a good approximation of where your touchdown area is going to be. If you don't like what's there, turn and go somewhere else (if altitude permits). Just remember miss obstacles first, and then face into the wind.

K.I.S.S. THE GROUND

Hopefully, you won't be bailing out on a regular basis, so I use the KISS method (Keep It Simple Stupid) when teaching landings. If you've had any military training, you might be familiar with the "parachute landing fall" or PLF. During a bailout, you're not trying to be a paratrooper so don't worry about it. Landing under a modern emergency parachute is about the same as jumping off of something 3 – 5 feet high. You could do that without any special training, right? Landing your parachute is no different.

It is usually more comfortable to hang in a parachute harness with your legs slightly out in front of you. Just make sure to get them under you before you land so you don't hit your tailbone. Keep your feet together to help brace your ankles, and don't lock your knees. Land on the balls of your feet and try to take up most of the landing shock using your leg muscles like the springs of shock absorbers, bending them enough to cushion and slow your landing. You might get pulled over by the parachute or you might fall over if you're drifting across the ground, but if you absorb most of the landing with your feet and legs, you are less likely to receive severe upper body injuries, especially to your head. Practice

jumping off something 3 – 5 feet high and you'll get the idea.

IT'S NOT OVER YET

Once on the ground, you must get out of the parachute harness as quickly as possible to avoid being dragged in strong winds. Get out of your parachute harness even if there is no wind just in case a gust suddenly comes up. It only takes about 5 – 6 mph to drag a light person. Being dragged over rough terrain in strong winds can be deadly in a short distance.

Practice getting out of your harness. If your harness has a chest strap, get in the habit of removing that first. If you're being dragged and you unfasten the leg straps first, the harness could strip off of you and the chest strap could choke you. Some harnesses are more difficult to get out of than others. If this is the case, you might need to collapse the parachute by reaching up and grabbing no more than two lines that are side-by-side and reel them in hand-over-hand until you get the parachute under control. If you are injured, this may not be an option either (remember the broken arm from earlier?). You might consider a hook knife. I make a "S.M.A.K. PAK" survival kit that attaches directly to your parachute harness. It has a hook knife on the outside of the kit within easy reach. With one hand, you can use a hook knife to quickly cut off a riser to collapse your parachute. Once out of your harness, spread out your parachute so someone can find you. Use your signal mirror, whistle or whatever survival equipment you have to summon help. If you have your cell phone with you, maybe it will work. If it does, call for help and maybe call your favorite pizza place that guarantees delivery in 30 minutes or less.

Take some time to think about possible emergency scenarios and practice your procedures. In an emergency, seconds can mean the difference between life and death. If the unthinkable happens, you'll be able to take quick and correct action. You owe it to yourself and your loved ones to PRACTICE – PRACTICE – PRACTICE.

If you have questions please feel free to call (510) 785-7070 Mon. – Thurs. or email me at …. Allen@SilverParachutes.com. Visit my website www.SilverParachutes.com for additional information.

ABOUT THE AUTHOR

Allen Silver, owner of Silver Parachute Sales & Service, is one of the world's recognized experts in getting you out of your aircraft quickly and safely. He is an FAA Master Rigger, a Designated Parachute Rigger Examiner, and has served as chairman of the Parachute Industry Association's Rigging Committee. 17 of Allen's 25 years in the California Air National Guard were spent working with parachutes and survival equipment. He also has over 40 years of skydiving experience and has amassed more than 3,200 jumps as a sport and professional skydiver.

PASCO Financials

Here the current PASCO financial status:

In the bank: Statement date:	15 March 2006
Business Checking:	US$ 16,987.97
Business Savings:	US$ 295.01
Scholarship Fund:	US$ 7500.00
Expected expenses: Westwind Dec + Mar:	US$ 1800.00

Kind Regards.
Hans Van Weersch.

Hal Chouinard in tow at Williams

2006 PASCO Sawyer Award

- Revolving Cumulative X-C Flight trophy
- Based on OLC distance
  - Must upload flight logs weekly!
- Handicap:
  - New pilots up to 4x
  - Mountain vs. lowlands
  - Glider performance
- Flights in Region 11
  - Northern California, Nevada, Hawaii only
- Register with PASCO before October 22nd

Contact Darryl Ramm (this year's organizer) with questions - darryl_ramm@yahoo.com

See: www.pacificsoaring.org/awards/sawyer.html for details!!

See OLC: www.onlinecontest.org
Also see www.abqsoaring.org/misc_files/USA-OLCTutorial.pdf

Pacific Soaring Council

is a 503 c(3) not for profit corporation and contributions are tax deductible. Consider PASCO in your charitable giving plans this year!

For more information contact;
Ty White
510-490-6765 h;
408-616-8379 w
tylerwhite@earthlink.net

Articles and photos are graciously accepted. Please consider sharing your experience with our readers. Send photos and articles to peter.deane@sbcglobal.net

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

PASCO
Pacific Soaring Council
41600 Marigold Drive
Fremont, CA 94539