

Dec 2006



e-WESTWIND

Joyous Solstice!



Winter Wonderland – Air Sailing under fresh snow

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9th PASCO CROSS COUNTRY SEMINAR , UC BERKELEY FEB 24th 2007

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 2006. Current dues are \$25 annually from the month after receipt of payment.

Pacific Soaring Council, Inc

President,

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

Peter Deane

1580 Sunshine Valley Rd.
Moss Beach, CA 94038
408 838 9695 cell
peter.deane@sbcglobal.net

Jim Alton

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

Committee Chairs

Awards:

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

Cindy Donovan

Membership/Address Change

41600 Marigold Drive
Fremont, CA 94539-4716
510-490-6765 tylerwhite@earthlink.net

Ty White

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:

Ramy Yanetz
ryanetz@yahoo.com

FAA Liaison

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

Web Site;

Brian Choate
bcaway@yahoo.com
gerchikov@narod.ru

Peter Deane

Rick Walters

Ramy Yanetz

Rolf Peterson

Brian Choate
Yuliy Gerchikov

SSA Region 11 Directors

Fred LaSor

Soar Minden
Work: 775-345-7627
Cell: 775-790-4314

Jay McDaniel

2831 Marathon Dr.
Henderson, NV 89074
Home: 702-270-2910

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

Elmer Udd,

STOP PRESS CALENDAR DATES!!

REGION 11 CHAMPS , MINDEN, JUNE 18-22 2007

PASCO CROSS COUNTRY SEMINAR UC BERKELEY Sat FEB 24th 2007

PASCO ANNUAL SAFETY SEMINARS AND AWARDS BANQUET 1st Sat in November, OAKLAND.

PASCO Board Meetings; Every 1st Wednesday of the month, 7pm,
 Contact Karol Hines (775-747-0569, karoll@sbcglobal.net) for location and directions.
Members welcome; please tell us you're coming.

REGION 11 GLIDER OPERATIONS

Air Sailing, Inc. Airport	Palomino Valley, NV	775-475-0255
Central California Soaring Club	Avenal Gliderport, 600 LaNeve Blvd Avenal CA 93204,	559-386-9552
Ely Soaring	Dan Callaghan P.O.BOX 151296, Ely, NV 89315 http://www.elysoaring.com	775-720-1020
Las Vegas Soaring Center	Jean Airport, btiz2@cox.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.williamsssoaring.com	530-473-5600

REGION 11 CLUBS & ASSOCIATIONS

Air Sailing, Inc. Airport	Palomino Valley, NV	Ty White	510-490-6765
Bay Area Soaring Associates (BASA) -	Hollister Airport, Hollister, CA;	Miguel Flores,	831-801 2363
Central California Soaring Club	Avenal Gliderport, Avenal, CA.	Mario Crosina,	559 251-7933.
Great Basin Soaring, Inc.	2312 Prometheus Court Henderson, NV89074	Terry Van Noy	(702) 433-9677
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 www.mindensoaringclub.org	Leo Montejo	
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
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/
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

Seasons Greetings to everyone – another season over and a new clutch of memories stored away; now comes the planning and dreaming for the coming season – maintenance projects, annuals, flight check rides and the not-so-patient wait for spring to arrive.

This has been a very significant year for both PASCO and Region 11. We have had a successful PASCO cross country seminar in February, we have had another successful Safety Seminar day and Annual Banquet recently completed, a regional and national championships at Ely and Montague respectively, a Region 11 15m National Champion in Ray Gimmey, 2 new SSA regional directors, new PASCO directors and slightly increased membership. We have a significantly improved website with a massive amount of educational information available and archives of WestWind for all to refer to. We have also created the 'Site Champion' role for a key member at each site to be the primary PASCO contact for that site and promote PASCO activities, membership and communication, and we are filling the ranks for these positions right now. We have re-instated the PASCO Safety Officer role which we have sorely missed for a few years. We have created the Region 11 yahoo group as a communications channel for all members to easily contribute their ideas and concerns about Region 11 soaring issues. PASCO has also decided to help defray the cost of Region 11 SSA director travel costs incurred in representing the region to the SSA, and have kick-started the under-21 PPG rating financial support program which we are actively promoting (See meeting minutes and **page 34**). The PASCO Egg capture trophy has generated a lot of interest and activity and it currently resides at Byron with the NCSA, captured from Hollister by Yuliy Gerchikov.

We have also been dealing with the aftermath of the mid-air near Minden reported in the Sept 06 WestWind,

and work continues on this – I have included a diagram of 1 days jet traffic into and out of Reno – it is eye-opening.

We have also carefully staged a fairly major financial recovery over the last 2 years and the PASCO board has done a lot to review our charter and purpose – The net result of all this effort is that PASCO is now on a much healthier footing and has laid the foundation for development of a 3yr strategic plan, on which detailed work will begin in January 2007. Members are encouraged to join and participate in the Region 11 yahoo discussion group –

http://groups.yahoo.com/group/Region_11

Back to more recent events, those who attended the PASCO Seminars and banquet on November 4th were treated to set of very high quality presentations and topics – our turnout was pretty good but frankly could still have been better – there are a bunch of members out there who need the kind of information and learning these seminars provide – where were they? You owe it to yourself to go next time!

We need to congratulate and thank the presenters for their excellent efforts – Darryl Ramm, Marc Ramsey, Don Brooks (Reno Tower), Jim Braswell (Minden Apt Mgr), Dan Gudgel, Matt Heron, Bill Reuland and Mike and Nancy Mayo who did an excellent job organizing the seminars and banquet. At the banquet itself, held amongst the aircraft of the Western Aviation Museum in Oakland, we had a surprise visitor in Andrew Davis, 2 times World Standard class champion, who was on a lay-over in San Francisco courtesy of his BA 747 captaincy. Ramy Yanetz was the winner of the Sawyer Award this year, narrowly edging out Sergio Colacevich for the winning total.

I think we all owe a huge thank you to Karol Hines, our outgoing SSA Region 11 Director, who has been our representative and tireless SSA supporter for some 9 years now, and has made a critically important contribution to our regional and national soaring scene for a very long time. We'll miss her as our representative at the SSA, though she will be staying on as PASCO president. Our other outgoing director, John Volkober, is staying on as part of the emergency team putting the SSA finances back together, but will stand down as soon as the SSA recovery plan has been established. We are very fortunate to have TWO new Region 11 directors in Jay MacDaniel, from Las Vegas, and Fred LaSor from Minden - a big welcome to Jay and Fred! They assume their regional positions on Jan 1st 2007, and their contact information is in the masthead.

This edition I'm continuing our spotlight on different clubs and sites – this issue is a feature on the NCSA (Northern California Soaring Association) out of Byron – a club with a long and distinguished history of soaring and instruction in the East Bay Area. I learned to fly with the NCSA and it was a wonderful experience, from ab-initio all the way through license, first cross country and badges – they do a great job as a true teaching club and I'd like to thank Monique Weil for pulling together so much quality material from different club members to give the region a flavor of this historic club in our region.

No calendar of events this time around – though we do have some early dates for a few events. We'll have a comprehensive calendar ready for the March 2007 edition. Closing on the best news of all, after Dec 21st, the days will get longer again!

Kind Regards, Your Editor.

PASCO BOARD MEETING MINUTES Oct 4th 2006

Meeting called to order at 7:21

Karol Hines, Yuliy Gerchikov, Marc Ramsey, Mike Mayo, Jim Alton, Peter Deane, Cindy Donovan attending. Guests Rolf Petersen, Fred LaSor, Jay McDaniel, Bernald Smith.

Karol gave us a review of what happened at the SSA Board meeting. Dennis Wright resigned. Task force looking into restructuring the SSA. SSA has no money to do Oshkosh next year, Karol is fundraising to fund a booth. Convention will happen in Memphis, as scheduled.

Peter reported on latest WestWind. Announcement email for electronic version now goes out to all members. PASCO web page has been completely updated by Brian and Peter. Yuliy will be taking over the web site.

Mike gave an update on the seminar. Rental agreement and deposit going out. Catering, plates, silverware being arranged. Karol suggested getting caterer to provide lunch, as was done last year. Karol will make up a message to send out to mailing list. Discussed possible seminar speakers.

Cindy discussed awards. She is looking for nominations for service awards. Call Karol with suggestions. OLC is not considered a contest flight for purposes of distance awards, so posting does not disqualify.

Discussion of PASCO redesign. Peter will help Cindy with the awards. Jim will get list of solos this year. Need someone to pull long Region 11 flights from OLC. Karol proposed that same officers continue for next year, motion approved.

Bernald would like to revive the effort to find a regional historical soaring site for recognition by the SSA. Soaring Safety Foundation is holding Soaring Site surveys, would like PASCO to promote idea at other sites beside Air Sailing and Byron.

Meeting to discuss final plans for banquet and seminar November 1st at 7 PM.

Meeting adjourned at 9:20.

PASCO BOARD MEETING MINUTES Nov. 1, 2006

Meeting was called to order at 7:20 pm

Directors present (all via phone): Karol Hines; Mike Mayo; Marc Ramsey; Peter Deane; Jim Alton

- No Treasurers report, Hans attending a business conference.
- Banquet and Seminar plans were discussed and finalized. Various tasks were assigned for final preparations and day of execution.
- Peter reported on status of web site and West Wind. Although Yuliy has resigned from the board, he has indicated that he is willing, as discussed, to take over maintenance of the PASCO web site.
- Karol had proposed that the Ester White crewing award be retired and awarded to Norma Burnette at the banquet. All e-mail replies were positive and the Board members at the meeting agreed this would be a fine thing to do.
- It was agreed to defer the review and approval of the PASCO By-laws until the December meeting.
- The open Director and Committee Chair positions were discussed.
 - Jim indicated that he has not had time to contribute over the past year and felt he

- should resign. He agreed to stay on and attend meetings to provide input to discussions until a replacement is found.
- Karol has talked to Eric Norris about becoming a board member. He has agreed to begin attending meetings next month to see if he feels he can contribute as a PASCO Board member.
- We are still looking for a Safety Committee Chair. Karol agreed to talk to Dave Cunningham at the Seminar to see if he is interested. *
- The position of PR Committee Chair remains open with no input on potential candidates.
- The position of Northern California SSA State Governor remains open with no input on potential candidates.

Next meeting will be a short membership meeting during the annual awards banquet. The Board will meet again on Wed., Dec. 6th at 7:00 pm.

Meeting adjourned at 8:45 pm

* Dave has agreed to be Chair of the PASCO Safety Committee

PASCO BOARD MEETING MINUTES, DECEMBER 6, 2006

Marc Ramsey, Secretary, reports.

Meeting called to order at 7:32. Directors present Karol Hines, Peter Deane, Mike Mayo, Marc Ramsey. Guest Fred LaSor.

MINUTES

Minutes from Oct. 4, 2006 and Nov. 1, 2006 approved with one change.

TREASURERS REPORT

Hans not present, report at banquet was for 2005. We need to have a budget so that we can do a better job of using the funds in the bank accounts. We also need to have a better idea of changes in revenue. Strategic plan is a priority. We have extra funds due to intentional cost cutting on WestWind.

SEMINAR AND BANQUET

Close to break even. 65 at seminar and 71 at the banquet. Mike needs to provide info on deserts to Hans before numbers can be finalized. We should set the date for next years Seminar and Banquet during the next board meeting. Suggestion is first week in November, Mike will check with the museum for availability. Karol will talk to Dave Cunningham for a write up on attending

the seminar.

COMMUNICATIONS COMMITTEE

Next WestWind is almost ready, need confirmation of names, addresses, contact info for new board members.

SAFETY COMMITTEE

Dave Cunningham agreed to chair. Monique agreed to be site champion for Byron. Important to get champions for Minden, Air Sailing, and Montague, Karol will make contact by next meeting. Karol will also call Cindy Brickner for contact at Bishop.

SCHOLARSHIP FUND

\$250 award for private flight test, we've agreed on max age 21, no need to be student. Approved unanimously. Karol will write up an announcement, Marc will email to all Region 11 FBOs and clubs.

REVISE AND APPROVE PASCO BY-LAW REVISIONS

Should we add a responsibility for public promotion? Marc asks why we need to change the bylaws at all? Article II, Purpose, Section 1 to be changed to:

The purpose of this Corporation shall be to initiate, sponsor, promote, and carry out plans, policies, and activities that will further the growth and development of the soaring movement in Region 11 of the Soaring Society of America.

Activities will be targeted at increasing the number of soaring pilots in the region in addition to the development of soaring pilots to promote safety of flight, training in the physiology of flight, cross country and high altitude soaring and the development of competition pilots and contest personnel at the local, regional, national and international level.

We will continue with one class of voting member, eliminating proposed Student Member. Other membership changes to be retained. Section 5, subsection 3 changed to:

The term of each Director will be two (2) years, with an option for re-election for a maximum of one additional two (2) year term.

The maximum continuous term in any office is 4 years. Four (4)

Directors must be elected in even-numbered years.

Article X, Secretary, Section 1 changed to:

The secretary shall be responsible for keeping the minutes of the board of directors and general

membership meetings, and handling the correspondence of the corporation.
Approval deferred until absent board members can be contacted by Karol.

OPEN DIRECTOR POSITIONS

Discussed possible candidates. Peter will contact Avenal for potential candidate.

PROJECT STATUS - DEFINITION OF ROLES OF DIRECTORS

Safety Officer position description done. Defer remainder to next meeting.
Peter and Karol develop draft

PROJECT STATUS - PROPOSED SPRING SAFETY SEMINAR ALA DINGS & THINGS

Karol will discuss with Dave Cunningham about possibility of expanding Byron safety seminar. May be too large, however, for space available. May need venue other than Byron. Need to make choice by the end of the week to get into WestWind.

PROJECT STATUS - 3 YEAR STRATEGIC PLAN AND BUDGET

Hans is working on budget, no report yet. Will start email discussion, with intent to look at this in detail during next board meeting.

REGION 11 CHAMPIONSHIP

Confirmed at Minden, June 18 through 22, practice days June 16, 17. Classes Standard, 15 Meter, Open.

NEW BUSINESS

Group that ran SSA booth at Oshkosh last year would like to do it again, but SSA does not have spare funds. Karol proposes that PASCO make a \$400 targeted donation for Oshkosh booth committee. Proposal approved.

NEXT PASCO BOARD MEETING

Wednesday, January 10, 7:00 PM

MEETING ADJOURNED AT 9:21



Rick Walters and Peter Alexander buzzing St Johns Peak near Williams at Oktoberfest – photo Bruce Merritt.

Use of Mode C Transponders

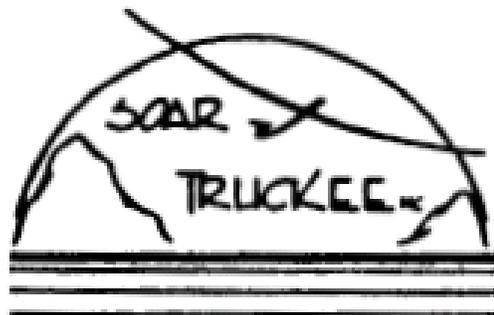
Reno, Nevada

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.



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Grace's Story

(This is an article about a couple of gold distance flight attempts written (and flown) by a very talented young woman pilot in Region 11. Grace Higgins is just 17 years old and has both her power and glider ratings. She posted this article on the MSC site and has given me permission to submit it to be published in West Wind. Ed..)

Everyone has goals, windmills to tilt at if you will. They may be seasonal, they may be lifelong; they may be rational, they may be passionate; they may engender risk and excitement, or long periods of boredom in which you struggle to focus your mind; they may even be a combination of all of the above. Such is the case with cross-country soaring.

For me, the particular XC soaring goal was a 300km triangle in SOAR Minden's Grob 102 to satisfy the Diamond Goal badge requirements. Using turn points from the Minden Soaring Club website, I drew up a

triangle from Minden to the North end of Mono Lake to Rabbit Dry Lake (by Silver Springs) and back to Minden. With my land out kit, prepared charts, and a course in mind and declared in the flight recorder, I felt ready to set off on my grand adventure. All I needed now was a good day and a hole in my school and working schedule.

August 3 was just such a day: the forecast told of strong lift to 18,000 ft with light variable winds for the better part of the day and only a slight chance for overdevelopment. Even better, I was at Minden that day! Cu's began to pop in the Pine nuts before I even had little 1BG preflighted and by 1300 I was chomping at the bit (quietly, of course) to launch. After what felt like ages, we were hooked up and rolling. 1600 ft later I find myself climbing away, tow plane-free, in what will prove to be the day's escape thermal--- a lovely 8-10 knot cylinder of rising air projecting me and my fiberglass friend to 11,000 ft. At this point I leave, heading for the clouds on my course and putting Minden as far behind me as I can. Leaving

the Pinenuts, I feel my XC excursion has started in earnest

My course is perhaps the Minden area 'Milk Run' for XC beginners. But it is certainly the most dramatic milk run I will ever know. Jumping over Lake Topaz to the Sweetwater range at 14,000 ft. and contacting a convergence line out towards Patterson and beyond allows me to wonder at this huge brown, red, blue, green, purple, orange, and yellow basin I live and fly in. Mountain range after mountain range, valley after valley, on and on until you get to the Sierras at which point it's just a mass of spiny ridges, still flecked with winter's white snow. Yes, it's quite high out here. You can tell by the way cloud base has jumped from 14,500 to over 17,000 between Mt. Siegal at the south end of the Pinenuts and Bridgeport at the South end of the Sweetwater range.

Being greedy, I climb as high as I can on this leg, which is not hard to do as cloud streets abound. The penalty for this is incessant shivering after about 15 minutes above 15,000 ft. It's so cold that I actually look forward to the end of the cloud street I'm flying under. That is, until I get there and realize that my turn point lies out in the blue. Mustering up my courage to fly in an area where I can't actually see the lift, I launch out to round my first turn point---which I have marked on my sectional, as I am not using a handheld GPS unit. I don't really want to think about how much altitude I wasted by second guessing myself each time I thought I was in the proper sector for the turn. Eventually I say to myself 'screw this, I must be there already; look that's the road, that's the creek; let's go back to lift'. So do (in my post flight analysis I can actually see all the little false turns I made; and how close I came to missing it with the final turn. Patience and Precision really are virtues, especially in soaring).

I freeze in beautiful lift all the way to Yerington, at which point I get to fly in the blue for awhile. The lift is not so good here (although much warmer, particularly as I fly through the sink) and I find myself making a major course deviation to Rawe peak, where I find a nice thermal. It's only nice, however, and I probably spend too much time circling in it before heading off to my last turn point at Rabbit Dry Lake. Wouldn't you know that I find even better thermals on the way out there, just as I don't need them? In any event, I feel perfectly comfortable flying right out to Rabbit and making my turn. After I see my flight trace, I will regret feeling so confident. I missed the blasted turn point by 2.5 km! But at this point in flight I am just happy to be heading home. Here I am at 14,000 ft over Rawe peak with home in sight. Final glide is such a lovely feeling. No more tiptoeing, looking out for the best places of lift. Now it's look for traffic, and try not to think of your uncomfortably full bladder as you cruise home at 90kts, indicated (it's rather uncomfortable in the Grob 102). The air is generally going up at this time of day as the cool Lake

Tahoe winds descend into the Minden valley. It's as if the air is mocking your efforts to get up earlier in the day by making it more difficult to get down. But spoilers and clearing turns always do the trick and in no time, it seems, I am on the ground.



I can't really feel the ground very well as my feet are more like stumps, being half frozen with cold. I thank the powers that be that I am the only one on the ramp (and curse airport management for putting a porta potty on 21 where it's not needed) as my stumpy feet and I waddle to nature's latrine. Relieved and happy to have completed my flight, I look out east where I was and start thinking about all of the things I coulda, woulda, shoulda done better. The places I could've gone if I had flown faster; the speed I could've achieved if I didn't stop in those weak little thermals; the weak thermals I could've avoided if I had used that nice one more effectively. I think it's thoughts like these that give glider pilots that strange happy-sad look when they land. It's a kind of elated melancholy---makes it difficult to interact with real people for at least 15 minutes after the end of a flight!

Such is every soaring flight. No matter how well you did, you can always do better. And nothing is more helpfully cruel in improving your flight than the flight trace. See You is a magnificent tool. The statistics can tell you so much about each minute of your flight and watching the cute little glider dance across the computer screen can provide endless hours of instructional entertainment (and it clears the room really quickly!). Among other less humiliating facts, my flight trace showed me that I missed the Rabbit Dry Lake TP by 2.5 km. At that time, I didn't think the little glider was so cute as it traveled close to but not into the lovely blue circle around the Rabbit Dry Lake TP!

What to do? Well, there's always tomorrow. The next day, Friday the 4th of August, proved to be equally good soaring, so I flew the same course again. This day proved to be even less stable and more moist than the

previous day. Different conditions provided new opportunities to make mistakes and learn from them My biggest error was heading north for my Rabbit Dry Lake TP first, as by 1430, you could already see anvil tops to the south and east. Indeed, I used more of my 'soaring around thunderstorm' techniques than I really would have liked to (that means, if it weren't for a line of virga running from Bridgeport to Topaz Lake, I would not have landed at Minden). But it certainly made for a beautiful flight.

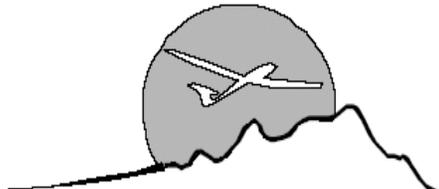
Another fantastic day, even more challenging than the last! I almost didn't care what my flight trace said; I could've made all of the "slowness mistakes" in the book and still felt satisfied and proud of my achievement. But, though pretty tired, I did spend time analyzing my trace and posting it on the online contest (for a jaw dropping 17th place!)

Again, my ignorance of the rules (for the Diamond Goal badge you must fly the turn points in the declared order) and lack of experience with the Cambria flight computer ('Gee, it'll tell me how far I am from the turn point if I press a couple of buttons?') got me. My flights would mean absolutely nothing to the FAI, however much I gained from them. Oh well, perhaps third time's the charm!

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Rex & Noelle Mayes
2668 Husted Road, Williams CA 95987-5105

About the author: Grace Higgins started flying gliders at the Minden-Tahoe Airport in the fall of 2003, becoming a Private glider pilot the following fall, shortly after her 16th birthday. This was followed by a Private airplane rating

in February of 2006. Currently she is working towards her instrument rating, recovering from a summer of line-gal work at both SOAR Minden and SOAR Truckee, and planning on getting my commercial rating for gliders. The rest of her life is spent as a home-schooled high school student: studying, going to classes at UNR, and enjoying her dependency on two wonderful parents who have supported her throughout my training. "Someday I hope to repay them by getting my driver's license!"

Las Vegas Valley Soaring Ass'n

(Jay McDaniel)

The Las Vegas Valley Soaring Association is a non-profit sport glider club dedicated to furthering the sport of soaring. LVVSA is located at the Jean Nevada Airport, 20 miles south of Las Vegas on I-15.

The Club has been in existence since 1988 and our 55 members come from all walks of life and all levels of flight experience. In order to keep costs low, the club is operated entirely by the club members, who donate their time to ensure the smooth operation of all the club functions. As a Club, we only have scheduled operations on weekends.

The LVVSA is a Chapter of the Soaring Society of America and membership in the SSA is required of all LVVSA members. Members are expected to become involved in the complete operation of the club, from running the flight operations to maintaining the equipment. Each member, after a short familiarization period, will be assigned a duty dependent upon his or her skills and abilities. Flight duties such as flight instructors and tow pilots are assigned only after strict requirements are met to ensure that we have the best available.

The club currently owns a two-place Schweizer 2-33A and a single place Schweizer 1-26D glider for basic training, a two-place Grob 103 glider for sport flying and advanced training, and a LS-4 for advanced soaring. We also own a Piper Pawnee tow plane, a former crop duster modified for glider tow. There are also more than 12 gliders that are privately owned by our members and the fleet continues to grow.

The Southern Nevada area provides some of the best soaring conditions in the Southwest, and the club operates 52 weekends a year plus many mid-week days. The soaring experience at Jean varies with the season, and has good ridge soaring and near-wave flying in the winter months with strong thermal action from February to November and long cross-countries from May to September. Many of the members have made cross-country trips exceeding 350 miles.

The Las Vegas Valley Soaring Association is supported by annual membership dues, and charges to the membership for cost of flying to maintain the clubs aircraft. Introductory flights are available for prospective members at a charge of \$100. If within 2 months from

your introductory flight, you choose to join the club, \$50 will be credited towards your first year's dues. To arrange for an introductory flight, just contact us through the contacts listed at www.lvvs.org. The Club also supports the Soaring Society of America FAST program, or Fly A Sailplane Today.

We are a club dedicated to furthering the sport of soaring and welcome all who share our interest or would like to learn in a cooperative club environment where the work and fun is shared by all. As a club we have

monthly picnic dinners after a day spent soaring and support annual Safaris to other airports and soaring sites around southern Nevada, California and Utah.

Please contact the club before arriving at the airport. We are busy with our member students and currently have a waiting list for future members. That's how many people really enjoy soaring!

Hope to see you SOARING at Jean!



Another Ho-Hum day in the Great Basin....

Wave Can Bite If You're Unprepared... (Jim Herd)

I flew in the wave recently and was reminded of the many ways to get in trouble in wave.

Fundamentally it is "playing with fire". There are tremendous forces at play, and they are highly changeable and unpredictable – just like fire. In many aspects of nature, this is a recipe for trouble! You have all read "Exploring the Monster" – right? (The definitive

work on mountain lee waves – with some incredibly scary stories!) You might be able to get away with it 99 times, but beware number 100, or 101, or maybe 61! It truly is just like playing with fire. Just ask the two kids who were burning little lizards near our house a few years ago (cute little boys just having some harmless fun!) – and they burned down the beautiful terrain all around our house for a few miles up the mountain side.

So, here's my personal list of ways to get in trouble with wave:

1. Strong/cross winds at the airport – during equipment preparation, taxiing, take-off, and landing.
2. Extreme turbulence – bad attitudes (plane or pilot), over-stressed equipment, stuff flying around the cockpit.
3. Extreme sink.
4. Extreme headwinds.
5. Greatly reduced VNE at high altitudes.
6. Risk of getting caught on top.
7. Spatial disorientation – loss of ground position reference due to clouds below.
8. IMC – more serious spatial disorientation.
9. Jets.
10. Oxygen system trouble.
11. Exceeding limits of the oxygen system.
12. Personal oxygen trouble – poor blood-oxygen saturation due to many possible health problems.
13. Personal excess of confidence combined with a deficit of skill and experience.
14. Icing on wings.
15. Icing of canopy – inside and/or outside.
16. Icing of water ballast.
17. Extremely cold (dysfunctional) body.
18. Equipment interference due to bulk of unusual cold-weather clothing.
19. Instrument failure due to cold.
20. Tough to get down fast in an emergency.
21. Extremely dynamic weather (fronts approaching) and often very tough to read (distant visibility is limited).
22. Mountain obscuration.
23. Freaking out due to one or more of the above.
24. What am I missing?

I have this list in my mind every time I consider flying the wave. O.K., I probably fixate on it! Despite the conventional wisdom that each item is fully manageable, with great equipment and great training and a great pilot, I just can't seem to make the "reward" side of the equation outweigh the "risk" side of the equation!

My list of risks is much shorter for thermal soaring – and the risk/rewards balance is quite different.

Just today, I have an extra item for this list above. And I think it is another possible explanation for what happened when we lost Alan Pratt on a very similar day a couple of years ago!

As is true with many of these scenarios, it was insidious and entrapping! I was at 14K' just about over my own house – but above the roll clouds (they look like a long line of great cu from below). The cloud cover below was about 70% - plenty of holes. BTW – in NZ last Christmas, Gavin Wills taught me that wave conditions usually do NOT lead to 100% cloud cover – so it is unlikely to get caught "on top". This is because "wave

conditions" means air goes up (and condenses to cloud) and air goes down (evaporates to blue). But I digress.

It was excellent soaring up there today – winds were 240@45 knots, and lift was smooth at about 5 to 10 knots. It was easy to "see" the lift by just running along the front edge of the cloud layer below (not lannies). Gavin taught me that part, too. So, back and forth was the obvious track. And as a long-time HG pilot, I know full well about drift in strong winds. So there I was, ten minutes later and 3 thousand feet higher - yippee! But how come I can't see the ground directly below any more? Yikes, I have drifted back, right over the top of the lower layer! Since there was no reference to any fixed object, I hadn't noticed the downwind drift! So I pushed forward – faster, faster, faster. 45 knots headwind and major sink – the speed to fly was getting near redline for this altitude! Yikes – I'm not making much forward progress to the front edge of the cloud! Yikes – I am sinking way too close to the top of that cloud below! Phew! I pulled out over the front edge with just a few hundred feet to spare! No big deal, but a tad too close for comfort. Especially for a paranoid guy like myself.

My point here is just to say – be careful out there! Especially if you play with fire! Get top rate training, top rate equipment, top rated study books, and still be sure to weigh risks and rewards every time - before you drive to the airport!

For me, today I added another reason to avoid the wave monster!

Cheers, Jim Herd

One Year Anniversary at Hollister Gliding Club (Quest)

As of November 18th it has been one year since I purchased HGC from Drew Pearce and began operations again at the Hollister airport. I can't believe how time flies, as it really does just seem like yesterday. It's been an interesting, educational, rewarding and sometimes aggravating experience for me, but the future looks bright. Together with all of you we've been able to scale all the large and small obstacles confronting us, and we've tackled many of the problems we were faced with last year. Soaring is definitely stable and growing at Hollister, thanks to all your interest and help.

We seem to have adapted well to operating on the ramp at Hollister. In many ways it's easier to get gliders out to the runway without having to do all the shifting and moving that was needed on the other side. I know it's not grass, and it's not a classic glider operation with an area dedicated only to gliders, but everyone can get in the air and then back to their spot without much trouble.

The gray containers aren't my ideal choice for an office, storage and socializing area, but they've serving their purpose while I explore other options. I'm keeping my ear tuned for any space that would suit our needs which might come open in any of the buildings at the airport. I'm hoping that in 2007 we can find a REAL home someplace at Hollister.

Some of you may know that I've been putting quite a bit of time and energy into the tow planes. They all now have Halon fire extinguishers, and modern four-point harnesses for the front seat occupants. There have been many, many other small upgrades and improvements done to all three. The Pawnee has had a wing-spar modification installed which will eliminate expensive inspections needed every two years. Also, the Pawnee will be getting a transponder, as might the 2-32.

I want to thank Drew for all the help and advice he's given me during the last year, and I'm still learning a lot every day. Many other people have offered ideas, help and advice, and I thank all of you for your input and suggestions. I'm pleased to have great tow pilots, line personnel, a mechanic (Haven), and two of the best Glider Flight Instructors anywhere in Ruth Cook and Jeffrey Hazlegrove. Also, the folks at Gavilan Aviation have really been great for letting us use their facilities for ground instruction, among other things.

As the winter approaches I want to remind everyone that, except for inclement weather, we'll be open every week on our regular schedule. That's Thursday through Monday, from 9:00 AM until about 5:00PM. I'm hoping that we can stay as busy as possible with students, rides, currency flights and chasing after wave, pre & post-frontal lift and convergence. One of the best forms of advertising is word of mouth, so if you have friends, family, relatives, and co-workers whom you can "sell" on soaring and gliders, please feel free to talk their ears off! You can tell them about rides, lessons, aerobatics, intro flights, etc, and have them contact Drew for rides, or me for lessons.

I hope we can have more fun activities in 2007 like we did with the "landing on tow" clinic, Panoche gathering and BBQs this year. I'm open to ideas and suggestions for new, different and creative glider and soaring activities, or theme days. If you have any ideas, just let me know.

See you at Hollister,
Happy Soaring, Quest



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For additional information contact our membership director:

Paul Wapensky, (650) 873-4341,

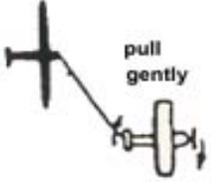
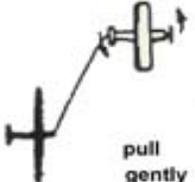
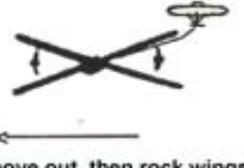
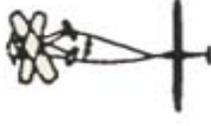
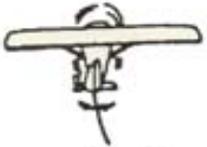
WapenskyPJ@mfr.usmc.mil or

Ray Sanford, (530) 671-4800,

RNCSAN4D@COMCAST.NET

Membership requirements are private pilot certificate for power or glider, checkout with an approved instructor, and initiation fee of \$300. Pilots using gliders for cross-country and the DG 505 must meet certain requirements

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YOU CANT? HERE THEY ARE!!!**

<p>1. TURN RIGHT</p> 	<p>2. TURN LEFT</p> 	<p>3. SAILPLANE CANNOT RELEASE</p> 	<p>4. INCREASE SPEED</p> 
<p>5. DECREASE SPEED</p> 	<p>6. RELEASE NOW!</p> 	<p>7. TOWPLANE CANNOT RELEASE</p> 	<p>8. WARNING – SPOILERS OUT</p> 

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New for 2002:
26 New Glider Tiedowns on the East Side.

We now have on line a GROB 103 with paraplegic controls for individual or instructional flight.

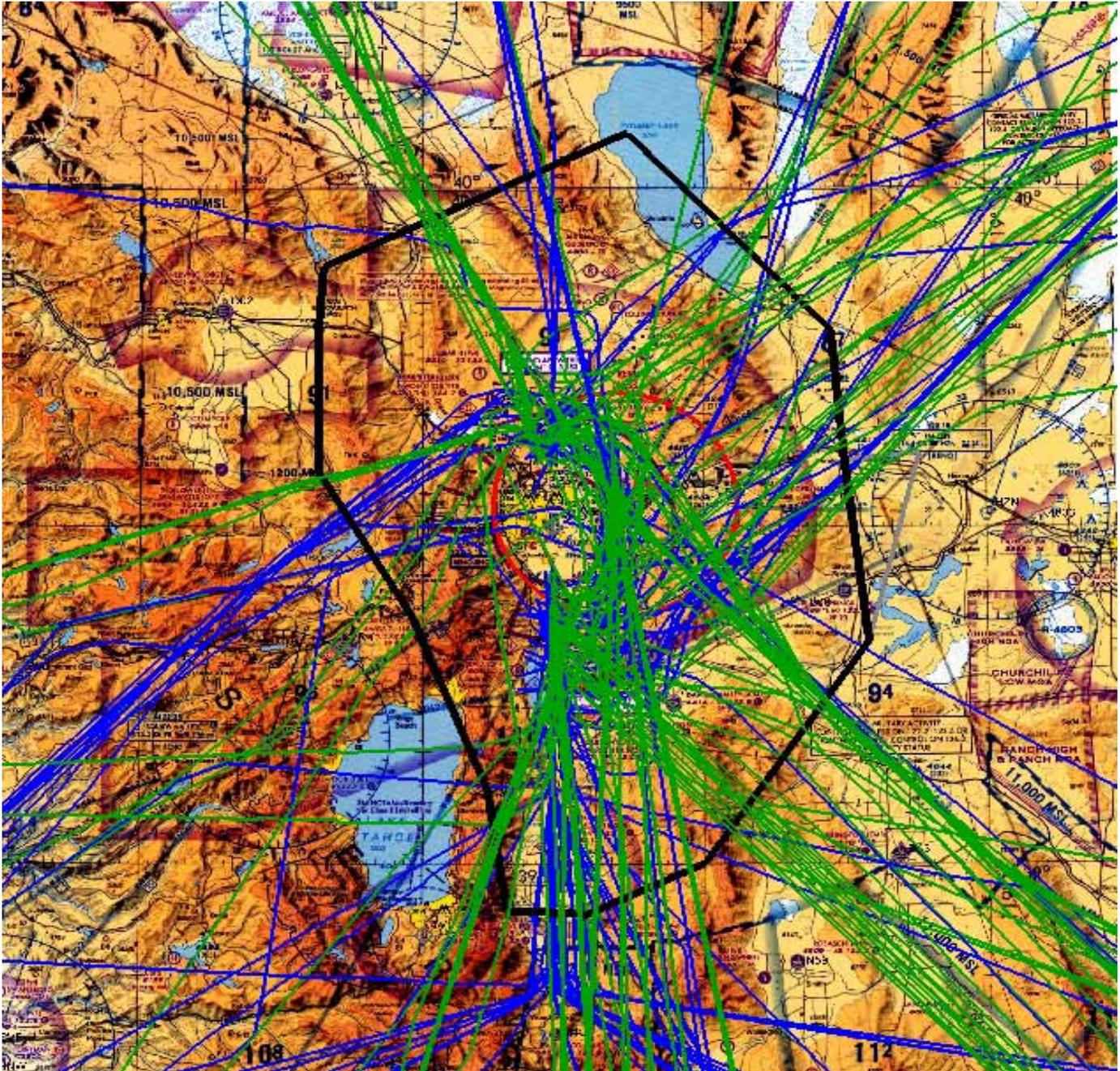
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East side tie downs complete with concrete wheel paths are ready for occupancy. Tie down your glider and trailer for \$7 a day or \$30 a month

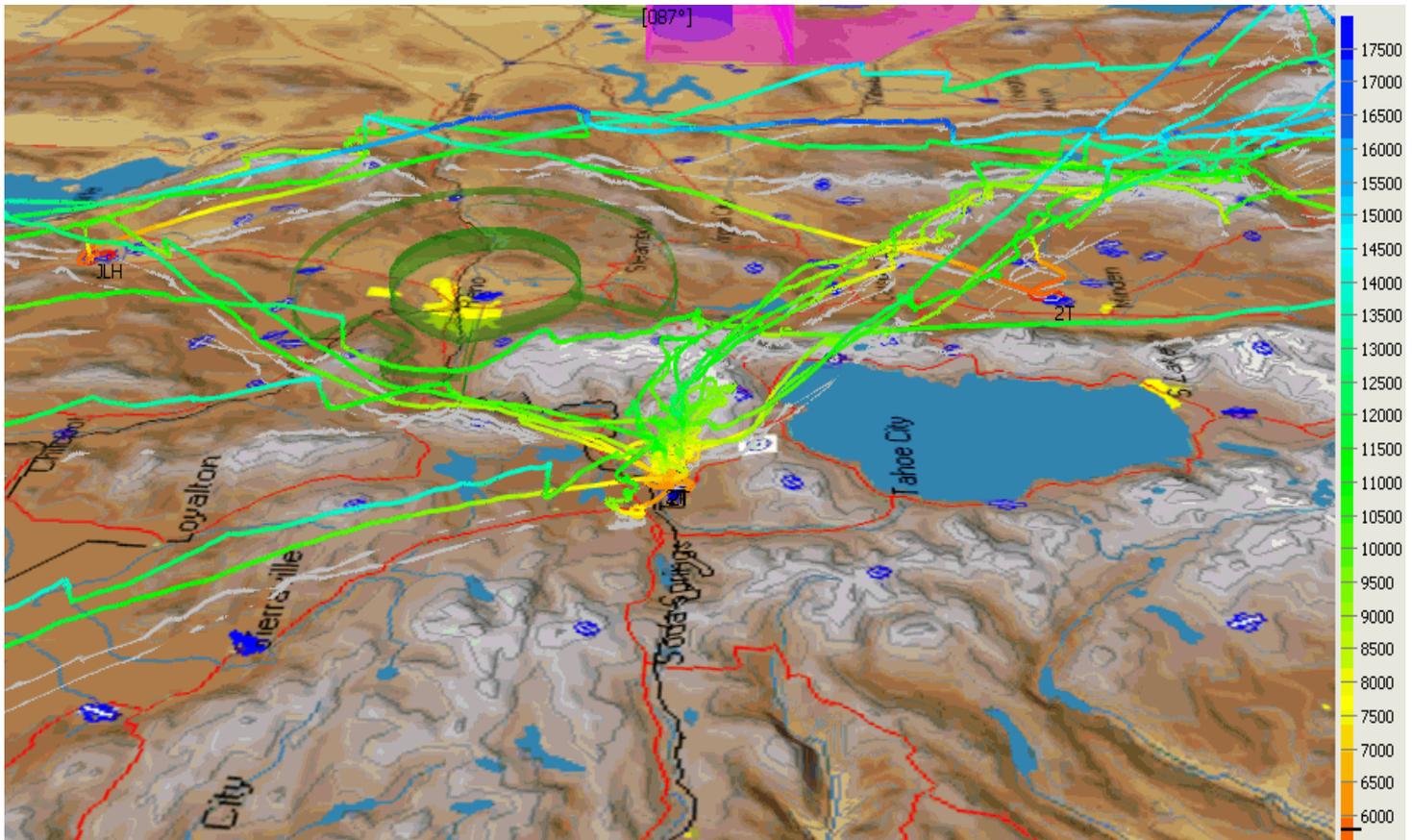
* Daily rate includes unlimited use of glider, O₂, Barograph, Parachute & 1st tow up to 3000 ft tow.

So You Want To Really Be Worried?? (Peter Deane)

Here is a short graphic update on the air traffic concerns around Reno. Look at this plot of 1 days jet traffic in and out of Reno – Blue tracks are arrivals, Green, departures. Then overlay these against the typical glider routes around Reno I've provided below – you will readily see the hot spots where collisions are most likely. Concerned? You should be.



Note – there are no altitudes available on these jet traces yet – we are working on getting these at present. As a guide the altitudes at the major intersection at the south end of the Carson Valley are 16-18000'. **My new transponder is on its way and will be installed this winter. How about you?**



This visual shows the typical glider routes I have taken around the Reno airspace and typical altitudes. You can see how much we get in the way of potential jet traffic.

MAKING IT BACK TO TRUCKEE

(Sergio Colacevich)

There are people that say that making it back to Truckee is so difficult. Others say that it is a piece of cake. Believe neither. The truth is in the middle: There are objective difficulties that need local knowledge to be overcome.

In summer I fly out of Truckee because I can reach it from Sacramento in one and a half hours and I can get back home the same evening. But then, it is not only matter of being close. The special people and the beautiful surroundings make the glider area a delightful place to be. Being at the hidden end of the airport blends the convenience of the nearby civilization with the remote atmosphere of living in contact with nature, among the pine trees, the chipmunks, the birds that wake you up in the morning.

In the course of many flights I put together solid experience of making it back to Truckee. I have the fame of being the one that "always makes it back". I graciously accept the fame but the "always" is undeserved.

The first year that I flew there I had a very hard time making it back. Therefore I would listen to the advice of other pilots. The most common advice was to "head for Virginia City: if you can make 13,000' there, you can make it back to Truckee". So I would go to Virginia City, struggle for one hour at 10,000', land at Carson City and get a tow.

Another suggestion was to get to 14,000' at the north end of the Pine Nuts. So I would go all the way to the end of the Pine Nuts, reach it at 9,000', land at Dayton Valley Airport and get a tow.

Another common advice was to "Go all the way around to Air Sailing". So I would go to Air Sailing, land at Stead and get a tow.

I asked Les Sebald. The old pilot knew: "Go to Spooner Pass. In the proximity of the pass, in those hills around there, you can find lift and make it back". So I would go to the Spooner Pass, find generic turbulence, land at Minden and get a tow. I would return to the old pilot, he was beginning to like me. He would confide his secrets: "Go to Freel Peak: if you can reach 14,000' there, go

toward the middle of Lake Tahoe, or even more to the west of the middle, you will find zero sink and be able to come back." So I would go to Freel Peak, reach 13,000' and find myself dealing with Tony Sabino in Minden.

Bob Korves says you can go to the downwind of Mount Rose, approximately a little bit north of the Slide Mountain, which is the hill from which the hang gliders take off. I never tried that but a couple of times that I was coming back high enough to overfly Mount Rose I actually found lift in the place that Bob says.

With time my Rate Of Return improved and I was able to verify that these advices are good; I tried all of them one time or another and they work. So I pass them on with the caution that none of them is valid every day and it takes good judgment and experience to decide what will work on any particular day. In addition, what can be done at 4 o' clock cannot be done any more at 5.30.

I have the habit of flying until late and I needed more consistent methods of reentry. When I am in difficulty I resort to ridge soaring, and this is what I did whenever I estimated that I could not reach the required elevation in the various places named above. In the late afternoon the east side of the Lake Tahoe basin can be ridge-soared pretty well because of the strong west flow. I ridge soared all the way to the north side of the lake but from there on the slopes are almost downwind. I tried to continue around the north side of the lake and although several times I made it, I cannot give the advice to do the same. Do it according to your own experience and character strength. I think it may work every time but I did not try it every time. I tried it when I could see from the wavelets in the surface of the lake that the wind had a southern component.

Anyway suppose that you want to try that, and find yourself in a doubtful position, don't give up until you reach the peninsula that encloses Kings Beach. From there a ridge starts, that goes up to the top of the hills between Truckee and Lake Tahoe. Tim, the instructor-tow pilot of Truckee for the past couple of years says that he flew it with a hang glider and it works very very well. The slope is called "Day Dreams" by the hang glider pilots. Dean Aldinger who by the way is also a hang glider pilot used this slope several times to make it back with the glider.

If you cannot make it even with that ridge, then you have to land. Do not attempt to land in the golf course (because of the people), land in the water. Remember to lower the wheel down and have at least 5' of water depth, because the glider fuselage will dip that much before floating again. Landing in the water produces no particular harm to you or the glider and the retrieve is easier than landing in many fields. Besides, you will have a lot of help from the crowd. The only thing likely to

be hurt is one's pride, not a big deal if you are a pilot with inner balance. Think about the great story instead.

I have to say these things because there are people who are horrified at the thought of crossing a water expanse and possibly landing in it. This possibility is very remote, I mean very very remote but has to be considered so one is prepared for it, which in turn removes the worry of it. Anyway there is no need to try to go around the north side of the lake, I just wanted to cover the topic exhaustively and remove the fear of the unknown. Caution is good, panic is bad. The better one is prepared for an eventuality, the more unlikely it is for that event to happen and the more mundane it becomes if it happens.

It was during these adventures that I discovered the Elevator. The Elevator is great. I came to call it that because that is what it is, and you may feel the same way when you try it. The Elevator is just a little bit north of the Marlette Lake, which is the very noticeable lake 5 miles north of Spooner Pass. Here the slope of the mountain is quite steep, producing an unusually strong ridge-lift effect that reaches a good deal above the ridge itself.

The lift normally is not powerful, but is smooth and it continues up to an elevation that allows one to cross the waters. In addition, when leaving the ridge in direction of Truckee there is very little sink. And of course if you chicken out (do not be ashamed, it is a good solid instinct) you can still come back to the same place and try again or get high enough to reach Minden.

So this is the procedure: From the Pine Nuts try to reach the Tahoe basin, any place is good. Often the only sufficient altitude (13,000' or more, depending on the ship you have) is at the south end of the Pine Nuts; in that case go in direction of the Kingsbury Grade, recognizable by the hotels on top and by the road climbing on it.

If the elevation is not enough to do that one can try going around to Mineral Peak (follow the clouds) and continue in direction of Spooner Pass. When reaching Highway 395, almost always some weak lift of an undulatory nature can be found. Take it in enough quantity to make it to inside the lake Tahoe basin, remembering that some strong sink has to be expected on the downwind of the basin's ridge.

On bad days there is not much lift even going this way and one has to fortify him/herself and try Spooner Pass without additional help. Approaching Spooner Pass one will find sink, then stronger sink, then horrible sink. Proceed at great speed and keep in mind that even if the Pass is made at low elevation, beyond it there is safety and quiet. Do not give up easily, consider that the alternative at this point is much worse and remember

that your speed can be converted to 500' altitude at any time. If you seriously think you cannot cross the Pass and want to come back, a bad experience is awaiting you. There is terrible, turbulent sink coming down Spooner Pass at low elevation. The ride is most unpleasant. I recommend very strongly to avoid going in direction of Minden or Carson City Airports, instead go at great speed directly downwind. When reaching the vicinity of Highway 395, the sink disappears completely and zero sink and even good lift can be found. At this point one can make the decision to go either to Carson City or Minden, or even to go up and try again, as I did successfully at least once.

Follow any of these methods. The important thing is to get inside the Tahoe basin. Once you are there, you are home. Of course one does not have to lose sight of the escape to the Minden valley, staying high enough to cross the mountains in that direction. This means, one has to have enough elevation to reach either the gap of Kingsbury grade, or that of Spooner Pass. Normally there is plenty of altitude to do that. Do not turn if you find lift, go straight toward the Elevator (may I call it Sergio's Elevator?). North of Spooner Pass, the slopes become steeper and if you need altitude you can get it there, always going straight or, if really necessary, doing a couple of passes in front of the slopes.

You can pass east or west of the Marlette Lake. Go a little north of Marlette Lake, where the slope is evidently steep over Lake Tahoe, and begin your beats up and down. The area of lift is short and narrow, one mile long and a quarter of a mile wide. Stay with it. "Sergio's Elevator" will take you home.

Coming from the northwest in general it is much easier to make it back to Truckee. But at times the west flow is pretty strong and the thermals die early. Here too, ridge soaring is the solution. The initial point of this route is the last mountain 10 miles west of Loyaltan, elev. 8,058'. If you can reach it, you are home. The mountain forms a natural basin that conveys the air and one can climb somewhat above the top of it. Proceeding south along the ridge, the first mile or two are worrying. But then turbulent lift may appear that can take a pilot temporarily out of trouble and allow him/her to continue. This first stretch is somewhat critical and at least once I had to go back and begin again. This route was never flown by me as a pure ridge, meaning, going straight with no turns. It may be possible to do it but I never had the guts. Instead, there are very frequent (every mile or less) outbursts of orographically induced, turbulent thermals, and pretty strong at times. I try to get the most from these outbursts and pass quickly through the following sink.

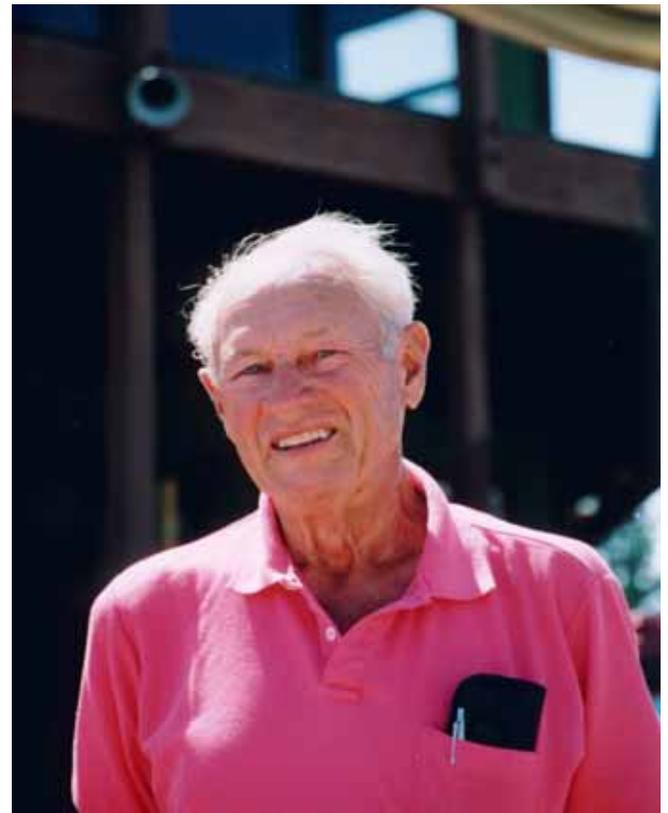
Reaching the guard station TA-5, elev. 8,760' the situation usually improves a lot and it is possible from

here to cross the gap to the ridge of Verdi Peak. Do not be afraid to cross the gap: If you arrived up to here, then there is lift on the Verdi ridge.

Here there is another guard station, TA-8, elev. 8,444'. Just in front of it one can find enough lift to reach Truckee. A pilot that I know, who has a Pik 20, says: "If you can see the white of the watch-man's eye, you can make it back to Truckee". He means that if you are at the same elevation of the guard station, you have enough altitude to reach the airport. I believe him, but personally was never that low. There is always some lift there.

Disclaimer: These late-afternoon solutions are based for good part on ridge soaring, an activity that in the Sierra may be demanding. And of course they work only with the west flow, which anyway in this area blows 95% of the time. I am not trying to tell you what to do or teach how to fly; I am just sharing my knowledge of the area. Take what best fits you.

When I last saw Les Sebald at the PASCO Banquet I promised him I would write this article on Truckee, the place he loved so much. I did not know I had so little time to do it. The old pilot can make it back to Truckee every time now - I know he will be there with us each summer.



Les Sebald at Truckee, Photo by Peter Deane

NCSA HISTORY (Monique Wiel)

The **Northern California Soaring Association** is based at Byron Airport, north of Tracy, on the western edge of the central valley. It has a long history of training and club activity and is still going strong today. Monique Weil and other NCSA members have contributed to this set of features on the NCSA so that the rest of the PASCO membership can learn something about them – Ed.

The NCSA Web Site "norcalsoaring.org" has a separate section by Toodie Perl-Marshall about the history of NCSA. I just reread it and recommend that anyone interested in the people who have been active in the soaring scene of the West for the past six decades read Toodie's article. Toodie, the daughter of Harry Perl, one of the founders of the club, earned her glider rating from Les Arnold in the late 1950s. She was the first female president of NCSA in 1976 and again in 1984-5. She was editor of the Buzzard, the NCSA newsletter currently needing an editor.

Ames-NCSA were originally two different clubs, Ames (originally employees from Ames Research) were the pilots flying the club gliders and NCSA was the Tow Plane and private gliders and their pilots. Ames purchased its first glider in 1947 and the club was originally based at Warm Springs Airport, at the southern end of Mission Ridge.

There were several moves of the clubs in the general Fremont area over the years, due to real estate developments, - those interested in photographs of the various fields are referred to this link: http://www.airfields-freeman.com/CA/Airfields_CA_SanJose.htm

In the early 1960s the club began operations from a large private strip "Hummingbird Haven" in the eastern Livermore valley owned by Ted Nelson who had designed and built the Hummingbird tandem motor glider. Ted Nelson climbed to 22,000' in his Hummingbird (he was one of the first to have a transponder), the highest recorded altitude in the Mt Diablo wave

Mike Schneider (who joined the club in 1984) summarizes "The strip had two large glider hangers accommodating about 14 gliders plus a single tow plane. There was a private gas pump and belowground storage. Ted Nelson owned the land, and his home was on the property. We as club members were his guests. There was even a swimming pool, which members could use. As such, the owner, Ted Nelson, was the host. His Lieutenant (metaphorically speaking) was another club member, Harry Perl, who effectively was the boss ran the operations of the club single handedly. What Harry said was the way it was going to be. By all reports he ran a tight ship, sparing no ones feelings when they

screwed up, but holding no grudges. Harry was "field manager" each and every operational day.

. Around 1980 the owner sold the land and retired to Reno. The new owner leased the airport to NCSA and the house to a family. The swimming pool was left to deteriorate. The new owner drilled for oil on the land and found it. The "country club" atmosphere was changing.

By the early 1980's, Harry was becoming older (he died around 1985) and the idea of an NCSA "Field Manager" was instituted. This meant that club members took turns managing the ground operations and launches. The Field Manager was responsible for operations for an entire day. He/she was expected to carry a hand-held radio and make transmissions if he/she saw a traffic conflict situation developing, pushing gliders around, running wings, etc. The Field Manager was also responsible for helping to tow gliders out to the flight line, restock the soft drink machine, and generally do what was necessary. With incremental changes, this is the system still used today by NCSA.

At that time, we purchased our current Scout tow plane to replace a Super Cub. The Scout was deemed superior because it had more horsepower.

In the late 1980's, the club was in significant turmoil due to personality and style differences between members of the old "country club" school and newer members without the same history. Club board meetings often became heated. Several members retired, a few resigned.

In 1988, high-tension power lines were installed very close to our airport. We had no control over the situation since we were a private airport, but we had to fly over the wires on final approach. They were a real safety issue for us. Had we not been forced to move, someone undoubtedly would have hit them by now.

About this time, the club invested in a rope retraction winch for our tow plane. Prior to this, the tow plane had always made a separate low pass to drop the rope, then an abbreviated pattern back for landing. The Field Manager would walk out on to the gravel runway and retrieve the towrope prior to the landing and ready the next glider for launch. The high-tension power lines made everyone nervous about the towrope. The thinking was also that we would save tow plane engine time and improve turnaround time. Although initially temperamental, the rope winch has worked well for us.

The launch procedure in those days was to stage the glider on the right side of a fairly wide gravel runway, approx. 2500 ft. in length. The tow plane did not need to land over the staged glider, and the glider next in line was typically not required to be pushed to the center of the gravel runway. It worked well.

In 1989 our airport property was sold twice. After the second sale, we were forced to leave. This was not entirely unexpected, as we realized that land development would eventually force us out. It was, however, heartbreaking for the club members who remembered the country-club environment and "1950's suspended in time" feel which characterized Hummingbird Haven.

The club investigated a number of options, including purchasing land, but eventually opted to resettle at Byron Airport, which had recently been purchased from private owners by Contra Costa County. This was the "old" Byron Airport, which had short (2200 ft. and 2600 ft.), very narrow intersecting runways with no taxiways. It was a difficult transition for us. We rented a room from the County, and had a portable T-Hanger for the tow plane, which we also rented. It was also a longer drive for almost all our members. During the wet winters we had a mud-fest. The lack of taxiways meant that we often had to pull the gliders (and cars! Ed.) through the mud with our tractor. The lack of taxiways was directly related to at least one accident. The gliders were also tied down outside for the first time, instead of being hangared. We often had ultralight traffic in the pattern, and occasional power traffic doing touch-and-go's. We built a simple gravel "high-speed turn-in" from which we launched the gliders. This was just a bumpy, angled approach to the runway so that the gliders didn't need to be staged on the runway centerline. Our relationship with the County has been very good. They see us as a professionally run organization that pays its bills on time. This positive relationship continues today, and has been absolutely critical to our ongoing success at Byron."

A few old timers, long time members of NCSA sent in some memories of the HH days:

Mort Tyler recalls: "Once on the day of the annual picnic I managed to hang up my Cherokee II on the fence about halfway up the ridge. Quite a crew came up to help me bring the plane down. As I brought up the rear of the procession everyone lined up on both sides to watch. It felt like I was in one of the old cowboy vs. Indian movies running the gauntlet"

Still active with NCSA, **Roy Moeller** recalls: "Del Valle was a popular spot to check out on most days. Moderate wave was created when the marine westerlies started at the end of the day. Pre-frontal conditions sometimes produced stronger wave conditions. The climb rates usually were low, as was sink. This made getting back to the field quite easy, even at low departures. Sometimes one could work the wave from the ridge west of Pleasanton. "

Other NCSA long time members still active in the club: Bill Bullis, Mike Green, Mike Schneider, Peter Kelemen, Rolf Peterson, Dick Larder, Ulf Gustafsson who just recently decide to get current again after a 7 year lapse!

IN MEMORIAM:

Within the past 5 years we lost 3 active club members, and good friends, all due to brain tumors: **Francis Allender, Jack Franklin and Steve McRobert**. It is a coincidence that all three had a similar illness but it was spooky. Club members who knew these pilots mourn their loss. It is worthwhile to remember those members no longer with us. Similarly Soar Truckee lost Les Sebald (who ran Soar Truckee for many years) some years prior. Les' widow Claire is a life long member of NCSA. Tom Jona, long time member of NCSA, well known for his regular phone calls to check on soaring conditions. Let's not forget Ruben Zelwer, who flew at Air Sailing but kept his glider at Byron in the off season.

Mort Tyler wrote: PS: You all are probably aware that Jim Wasley passed away a few weeks ago.. Jim was a dentist here in Orinda. Built and flew a 1-26 and then imported an Italian ship."

Recollections of Hummingbird Haven 1975 to 1989, By Dick Larder

As Harry Perl many times said "Always a good day at Hummingbird Haven". Well, the weather wasn't always perfect for soaring but it was always a great place to spend your weekend day. Every weekend day Harry plotted a sounding from data he obtained from the Lawrence Radiation Laboratory and it would give you a good idea whether the day would be good for thermals, wave or ridge lift. The ridge at Hummingbird was great since with a 10 to 15 knot wind you could tack back and forth all day long and it was close enough to the field so that it was easy for a student to return without difficulty. Just like Byron thermals were best in the spring and during the first few frontal passages in the fall. In the winter, waves at Mt. Diablo were sometimes good and provided an easy downwind return to the field. During the hottest part of the summer, at about 3 in the afternoon, if the thermal low in the central valley was strong enough the sea breeze would form a wave directly over the Del Valle reservoir and you could cool off and have a nice smooth flight up to 5000 or 6000 ft. until the sunlight faded.

Soaring at Hummingbird Haven in those days was at the invitation of Ted Nelson who owned the property and his best friend Harry Perl made sure that those who accepted this invitation were respectful, diligent and safety conscious. Since Ted and Harry collaborated on the original design of the two place motorized glider called the Hummingbird they each kept one in one of the hangars on the field and flew them quite often. Except for the tow plane, the Hummingbirds and one other motor glider no power traffic was allowed at the field so it was a very good place for student training and soaring in general. The main runway was east and west and was partially paved and about 1800 ft. long. A cross runway

was shorter and grass. There were two large hangars for the gliders of the members of NCSA and the Ames Soaring Club. The tow plane was a 150 hp Super Cub by Piper and the Ames club owned a two place Schleicher Ka-7, and two single place ships a Schleicher Ka-8 and Schweizer SGS 1-26 which the club built from a kit.

The Ka-7 was used for instruction and there were always several students to train by the instructors who also belonged to the club. Except for the fact that there were two clubs, NCSA and the Ames club, it was run much the same as NCSA is run today. Volunteer tow pilots included Harry Perl, Bob McKay, Bob Marshall, Toodie Watts and many others who took turns to keep the sailplanes in the air on weekends. The remaining licensed pilots, except for the instructors, took turns in field manager duty.



Dick Larder was in Byron for his recent Field Mgr duty

The larger hangar at Hummingbird contained a workshop and a lounge room at one end. The workshop was generally off limits to NCSA members without special permission from Harry and then only if you were engaged in some official NCSA business since Ted owned most of the tools. The lounge on the other hand was where the hangar flying was done whenever the weather did not permit actual soaring. Since several of the pilots had been WW II glider instructors there were often stories about those activities. One of our younger

members, named Brook Sargent, purchased a surplus TG-3 glider and restored it to excellent flying shape including the original US Army Air Corps insignia.

During one of these hangar-flying sessions Harry Perl told of his WW II experience of flight testing one of the cargo gliders ultimately used in the Normandy D-Day invasion. Apparently, this was supposed to be a spin test with aft C.G. and with Harry onboard as a test engineer. They were unable to recover from the spin and had to bail out at less than 1000 ft. AGL. Harry said that his chute barely opened before he reached the ground. Consequently, Harry was very safety conscious at Hummingbird and if he saw anyone operating aircraft in a careless or unsafe manner the offending pilot was sure to hear from him. Such activities as thermalling at low altitude in the traffic patterns, low altitude high speed passes over the runway or unsafe activity around the launch area were sure to produce a comment or suggestion for improvement in safety procedures from Harry. He was the final arbiter of safe soaring at the field. He also spent many tireless hours on tow plane and hangar maintenance and was always willing to offer the benefit of his experience to the younger and less experienced pilots at Hummingbird.



Charlie Hayes has come to the club's rescue a couple of times this year when our Tow plane had problems - 6 months ago when there was a leak in our relatively new wing and for the past few weeks, when our Scout engine, already at TBO, needed to be rebuilt after it developed a cracked cylinder. Charlie flew in from the Reno area with his C-182, 81D to tow for us, assisted by Rolf Peterson.

Note: Mike Schneider's note about Harry Perl being Ted Nelson's Lieutenant reminded me of how old timers would complain when we had a particularly chaotic operation on the flight line that the club needed "a Harry Perl!" who would run a tight ship and not allow such laxity.

NCSA CORE MEMBERS (Monique Weil)



Mike Schneider (right), working on the club G-102, with Morteza on Work Day.

Mike Schneider was the NCSA President for about ten years or more and his request to us to free him from that role was finally granted a couple of years ago when Bill Levinson was elected President.

Mike has continued his membership on the Board, his responsibilities as Chief Tow Pilot and Chief Instructor, as well as Crew Chief - with Bill Bullis - for our Tow Plane. Mike has continued his very active role in direct instruction, being at Byron almost every Sunday, whether it is his duty day or not. Every major decision has to include Mike and he earns the respect of the Board Members and indeed of the membership of the club for his wise decisions on behalf of the club. It is very difficult for Mike to say no to a request for action so he needs a "secretary" or "reminder person".



Ken Pruchnick - giving a ride to Trial Member Taylor Nichols

Ken Pruchnick; What can one NOT thank Ken for? Ken gives regular rides in his G-103 to almost any one on the field any day. Even in summer Ken alternates between flying his ASW 27 in Truckee or coming to Byron to help out or give rides.

Whenever something needs repair, whether it is radio work - Ken's specialty - or anything else needing work, whether on the gliders, the Tow Plane, the golf cart - whatever it is, Ken probably can fix it and in practically no time the problem is fixed. Ken is usually at Byron at least one day during the week working on a project or another. When giving rides, Ken will verbalize for the passenger/student every detail of what is needed to fly his Grob 103, though he is not an instructor. Ken is easy to get along with - all that is needed is to do exactly what he asks.



Ken is extremely generous - in the summer he invites any and all club members to use his Truckee cabin "Camp Ken" as their home, - just asking to please clean up afterward. Ken is a key member of the club and the members owe him thanks for all the tasks he does - who knows how we would maintain our equipment without Ken? Our Tow Plane is just now returning to service from engine overhaul; Ken spent countless hours and days working on the tow plane, cleaning, repairing the trim, working on the winch; spiffing up the cowling and working with our IA on the installation of the new engine.

Bill Bullis is one of the Old Timers. Years ago Bill was awarded Lifetime Membership of NCSA for his devotion to the club and his ongoing active work to assist operations as well as perform upkeep and repair work on the equipment. Bill regularly does the 50-hour oil changes on our Tow Plane, most often without help. His regular trips to Byron were interrupted when he had a stroke. He managed to resume his duties sooner than his doctors would have liked. Bill is a born prankster and one never knows when he is serious.



Bill Bullis – forever young at heart



Bill Levinson



Ken Ferguson has both thumbs up, as he is about to board 16Y for our first Flight Test after the rebuilt engine has been installed. Ken is our most active Tow Pilot, volunteering whenever we need a weekday tow pilot, a pilot for aero towing or any special activity. Ken is always thinking up suggestions to benefit the club, giving his input on decisions to be made, needed repairs, etc.

Bill Levinson - Here Bill is thinking about flying FB when the low overcast lifts. Charlie Hayes' C-182 is tied down in the background. Our Pres, **Bill Levinson**, likes to wear shorts even on cold wintry days. This year has been Bill's second year as President and the job seems to fit him well. He is relaxed yet efficient, quickly sending an "action items" email the very next day after a board meeting so no one forgets what was decided. Bill developed a chart marking system that works for him and had his article published in Soaring. He tried to get his Silver distance this past summer but our data logger - Colibri - malfunctioned:

"When I looked at the flight recording on See You when I got home, it showed the flight ending -- landing at 11,951ft, on a dime no pattern, no roll out-- or a zero radius turn and a time gap of about 11 minutes about a mile short of the air sailing turn point"

He'll try again next year. Bill supports the club in many ways, coming to the field to help out on numerous occasions. Bill volunteered to drive our Tow Plane engine to Watsonville right after it was removed from the aircraft so as not to lose time before the overhaul work would start. Bill also drives our Grob Trailer, storage box or other equipment to or from Truckee when needed. He has quite a sense of humor. On our recent workday Bill set up a camera on a 30 second time lapse. Take a look at this link to get a Charlie Chaplin sense of our Workday:

<http://www.youtube.com/watch?v=RasfNXb2prc>

Dave Cunningham, getting ready to fly 16Y with Bill Levinson as part of the Tow Plane's 10 hour break-in period after engine overhaul. Dave is one of our 3 most active instructors and definitely one of our core members. He is very supportive of our students as well as all club members. Dave can be found helping out on the field at some point on most days, giving instruction or offering a Wings flight to any pilot interested. One of Dave's unique traits is his offering praise and recognition to all those who volunteer their energies on behalf of the club. Volunteerism is a requisite of non-profit clubs such as NCSA and needs to be nourished. It is too easy to take for granted the work that those who volunteer do for the club and Dave reminds us that all appreciate receiving thanks.



Dave Cunningham – New PASCO Safety Officer!

Monique Weil in.....THE BACK SEAT



NCSA now has 7 FAA certificated and SSA designated CFGs, including Boris Deianov, who joined us this spring after obtaining his rating with Burt Compton in Marfa. . The other 5 instructors are Mike Schneider, Chief Instructor, Dave Cunningham, Buzz Graves, Richard Pearl, Rolf Peterson. Instructors are scheduled for Byron duty instruction on different days but other non-scheduled instructors may also be present and available for instruction.

(Bio note: Monique Weil is a retired social worker. She started flying powered aircraft and gliders in 1966, obtaining the initial Glider rating with Les Arnold in Sky Sailing, Fremont. She is an ATP, was Captain in CAP, flying ten years and 2,000hr as Mission and Check Pilot. She is a power and glider instructor who loves to fly and teach others. She is active in the Women Soaring Pilots Association; she often participates in their annual flying

seminars and would like to bring more women into NCSA. She is aware of aging pilots' increased need to monitor personal readiness for flight)

I joined NCSA-Ames in 1989, together with Richard Pearl bringing our Blanik that was part of a club, "Soaring Experience", then based in Lagoon Valley. I was instructing mainly in powered aircraft for many years after joining NCSA and flew club gliders primarily during the summers in Truckee, only occasionally instructing in NCSA.

When my flight school suddenly closed operations 7 years ago I was recruited as a regular instructor for NCSA to fill a need. When I started we had an instructor for Saturday and another for Sunday. Sometimes one or both of them failed to come so on rare occasions there was no one. I came to help out; as soon as I started however, the main Saturday instructor stopped coming; he said he needed a break.

Some days no instructor came; other days all came; one never knew which students would come. Often there was no Field Manager on the field, or if there was he may have been new and unfamiliar with the procedures. We have since instituted a system where the new member receives a day of training before he is scheduled as regular Field Manager. I have taken charge of the scheduling and keep track of swaps of duty days.

For the past 2-3 summers before I started instructing, there was no instructor regularly available in Byron for the summer and Operations were cancelled for all of August. The members expressed a need to keep the operations open for the whole summer, as that was when most new students joined. Other instructors wanted to do their own flying in the Sierras in the summer and so I became the only instructor then, with few exceptions. Being retired and with no immediate family responsibilities, I was happy to be able to fill this need. This past summer I realized that I was slowing down and convinced my colleagues to let me schedule them in rotation. It has actually worked out quite well on the whole, though not entirely. Understandably, several resist Byron assignments in the summer and are not always ready for a whole day in Byron. In the summer one really only needs one instructor, as there may only be one training glider on the field.

Up to a year or two ago we only had four active instructors, and one instructor was on disability. I recruited Rolf Peterson, our former Chief Instructor for many years, to help us out during the off-season. We are doing much better now but another instructor or two would be even better. I would like to encourage experienced pilots in the area to become CFGs, or if already an instructor, to consider joining NCSA's instructor members.

There are advantages to flying with several different instructors, being exposed to different techniques and styles of instruction yet the downside is that no one may have a clear picture of the student's progress in the training curriculum. This problem is in process of being remedied, with better instructor communication and the use of a student progress log recently developed. Some motivated students use emails or a notebook following the lessons to discuss and review their flight experiences and this can be a basis for planning the following lesson.

We need to minimize our Tow Plane down time for efficiency, and when there is only one instructor, the instructor may have to start with the next student almost as soon as she/he lands, thus leaving the previous student's in-depth debrief to be continued at the end of the flying day. On the other hand, when we have pleasant spring or fall soaring days, many people come out and then, if two or even more instructors are available to help, the students have more focused instruction with less wait time.

Little by little, over time, my role in the club has evolved as I saw gaps that were not being filled. I realized that it was not enough to make up a schedule, one needed to remind people and to sometimes "micromanage" the schedules, what I call "baby sit" the schedules; there are requests for switches that need monitoring to assure that there will be coverage, of Field Manager, Instructor and Tow Pilot. Over time I have actually become the club's Operations Manager, to try to assure that operations are efficient and smooth.

I seek and welcome student feedback about my own instruction; in addition a year or so ago I sent out a survey to elicit critiques from the members about the instruction in the club. Problem areas noted by students as well as instructors were:

- Lack of in depth pre-brief and post brief; with more instructors available, this has improved.

- Need for continuity of instruction and communication between instructors regarding student progress was a recurring comment. Now that we have developed a Student Progress Log, one would hope that there would be more instructional review of where the student is in his learning and what has transpired since the last lesson.

Other Problem Areas:

- Pilots don't fly enough to be safe pilots. I recently sent out a questionnaire to alert members to this problem. Time and money are the main causes + competing activities.

- Unpredictability of who will show up. Only a few students/trainees announce their intention to come for instruction. We need to encourage signing up in advance.

- Tow Pilots as well as many members live far away, some over 2hr away, so it is understandable that they are reluctant to come early unless they are sure of a) weather ok and b) student and CFI ready.

- Another survey response that was recurring was the need for more structured cross-country training. We do pretty well on the whole with basic instruction through the PPG curriculum and maybe through the Bronze badge. We then drop the ball on cross-country training (not including Air Sailing cross-country camps) except when the student finds a way to work it out with his schedule, the glider and the instructor in (Truckee).

This is an area that possibly some experienced PASCO pilots could assist us as mentors, such as by inviting our new licensed pilots to fly with you in your two-seater glider during a cross-country flight.

THE OTHER END OF THE ROPE

We take our tow pilots granted too often, giving them a radio check and an "off tow" word or two but little else. Many of us do not even know their names. We just blindly follow the rope, perhaps oblivious of their situation, after the first two hundred feet have passed. Yet they put themselves at risk for us, carefully do their best to give us a good tow at the speed we ask for, to an area of lift, keeping us within gliding range of the field, looking out for traffic for both of us. They are there waiting patiently for us to get our act together, in glaring hot sun, howling wind, in allergy season and insect biting time.

NCSA has 8 regular volunteer Tow Pilots + several alternates. (Uwe Kleinhempel, Ken Ferguson, Tom Hail, Boris Deianov, Dave Stroh, Don Brown, Thomas Daniel, Bruce Walters. - Mike Schneider is Chief Tow Pilot and checks out all tow pilots.)

Each Tow Pilot has a regular schedule, towing at Byron one day a month.

NCSA tows in Byron have ranged from 800-900 annually.



Ken Ferguson does the most tows for the club as he is retired and volunteers regularly whenever there is a need, an expected soaring day mid-week, intensive training week days, aero tows to and from the Sierras for the summer season. Ken made 150 tows in 36 hours so far this year. Ken and I are the same age and regularly talk together about the need to monitor our safety as older pilots.



Boris is one of our Tow Pilots and is also our only Tow Pilot who is also a club instructor

Tom Hail sends us a few photos and his perspective:

I had never been involved with gliders until I was asked to consider towing by an NCSA member, who happened to be my manager at Lockheed. 7 years and 600 tows later (83 tows so far this year) am still towing the members of NCSA. I don't have the time and money for a glider rating but I sure appreciate the accomplishment the rating means and the instruction NCSA members go through to get it. I also appreciate the club's trust in me to get them safely airborne.



A weekend day spent towing at Byron is almost always interesting. In the summer there is some serious heat to contend with, the winter flying often very nice after the fog burns off. The wind is usually down one runway or the other but can be very strong and quite the workout for the Scout pilot (me). Many a time my leg is shaking trying to hold a rudder while taxiing crosswind, the tail dragger Scout really wanting to weathercock into the wind. NCSA glider operations at Byron have to co-exist with any other operations that may happen at an uncontrolled field like Byron. There are students with and without instructors flying in to do pattern work, locals coming and going, an occasional yahoo making an unnecessary straight in approach, an occasional jet, helicopters training at the end of runway 5, and the most interesting of all, people falling out of the sky from 14,000 feet with the parachute jump plane beating half of them back to the ground.

It can be quite a zoo at Byron with all of the above going on. But almost always it works very well if everyone has their head up and has good situational awareness. As tow pilot, it is constant awareness of what is going on around the airport. Is the jump plane in the air? How many power planes are doing touch and goes? Is a glider ready to tow? Is there a glider in the pattern? How much fuel do I have? What is the wind doing now?

A typical sequence might be something like this. Glider ready to go. Start up. Pattern is clear, Cessna just took off on another circuit around the pattern. Taxi out calling glider hookup on runway. Parachutes coming down over the departure end of 30. Quick pre-takeoff checks. Examine glider being pushed out. Spoilers in? Dolly off? Rope reeling out ok? Canopy closed? Ready to take up slack. Beech Queen Air jump plane is calling 8,000 foot downwind. Cessna finally turned crosswind. Rope out and tight. Wing walker signals takeoff and glider pilot calls ready also. Make departure call, full throttle, RPM and oil pressure check, stick forward tail up, working rudder to keep tracking straight, 60 mph and off the ground, hand on rope release. Bear right to avoid parachutes. Climbing for pattern tow. Big thermal here as we turn crosswind. Call crosswind. Jump plane on

base. Cessna is on downwind about to turn base behind the jump plane, tight pattern for a change. Turning downwind, glider still on. Pattern altitude, glider releases, look and verify glider is really released. Hit the reel button, nose down, GRUMP (Gas Rope Undercarriage Mixture Propeller, can't help it that two of the five are bolted in position). Check position of Cessna and glider, better circle on downwind once and let them both land first, next glider might be ready to tow. Jump plane is on the ground, rolling to the end of 30 to pick up another load. Glider ground calls and says next glider is ready to hook up. Cessna is down and going again. Glider on base and final, will turn off at second intersection. I enter on base, glider is down. Glider is off the runway, I land and stop on the runway in front of the ready glider. Jump plane pilot calls for traffic, I respond that we are hooking up on 30. Glider comes out, pre-takeoff checks again for me and watch them. Take up slack, ready for takeoff signal from wing runner, go. As I fly over the jump plane he takes runway 12 to depart, Cessna on downwind, this is a high tow to the reservoir... It can go on like this for an hour. I love it.



Jim Ellis, enjoying October Fest Barbecue



Ken Pruchnick organizes a special clean up of Tow Plane

Now, a few snapshots of some of our students: We currently have 10 students, (8 are ab-initio, and 2 are transitioning from power). 7 are pre-solo.



Bill Channell, in the Work Day Buffing Team



Craig Baysiner, after a training flight.



Christopher, enthusiastic Trial Member



Len Edmondson, our latest club member, with recently solo students Mark & Dmitry.

Now for our 3 solo students:



Sal Lopez, after a lesson



Dmitry Chichkov looking happy



Steve Oliphant, on Fall Work Day



Hennadiy Rez resisting leaving the student scene



Mark Violet, enjoying post flight sunset



Scott Stiehr getting ready for a test flight in the club 1-26 which Scott worked on with a mechanic in Livermore.



Sebastien Belanger had his Solo initiation last year

NCSA Youth Member Scott Stiehr growing up.

Scott Stiehr, youth member of NCSA, who had his first solo at 14 and his PPG on his 16th birthday writes:

I started flying when I was 14 years old and still attending middle school. Flying had been something that I had always dreamed about doing, and so I decided to start taking lessons through the Northern California Soaring Association.

They were very kind and their instructors did not charge me for instruction nor was I charged an equity deposit to join the club. I soon soloed and began flying new aircraft like the 1-26. Two years later on my 16th birthday I earned my Private Pilots License and immediately began



After I earned my Private Pilots License, I applied for the PASCO Youth Scholarship and was reimbursed the entire \$250 that I was charged to get my license. I currently am flying regular gliders, Cessna's, and am transitioning to a Grob motor glider. It has taken a lot of hard work, dedication, and most of all outside help from the many instructors and pilots at NCSA to get me to where I am right now and I would like to thank them for their help. I could not have been successful without them. Presently, I am applying to the U.S. service academies and hope to be able to fly for my country in the future.

Hummingbird Haven Recollections

(Kempton Izuno)



On base leg, Hummingbird Haven, from the back seat of the Ames Club Ka-7, Fall 1976

My first flight at Hummingbird Haven was on March 9, 1974, with Jeff Patterson, the Ames Club instructor, in the club Ka-7. Jeff had a bit of a short temper and had been known to whack a student in the front seat with whatever he could get his hands on from the backseat if you weren't flying properly. I can't recall any abuse.....but it took awhile to figure out how to coordinate a turn. Jeff was a great guy once you got to know him. He kept us all focused on safe flying, as well as working toward our private pilot exam, which I passed when I was 16.



Successful Private Pilot check ride in the Ka-7 for (l to r) Ed Jose, Kempton Izuno and ? July 31, 1976

The Ka-7 was later sold to the Hood River club, but then got wet and the wood wing rotted. I only learned this last spring while flying at the Hood River, Oregon airport. Some obscure things you don't forget, like the registration number for the Ka-7, N6376T which I could clearly see on the side of the ship pictured in Gary Bogg's office.

I was one of four teenagers at the club. The others were Larry Brill, Brooke Sergeant, and Brian King. Brooke was restoring a TG-3 as a high school graduation project at Berkeley High. My first loops ever were from the back seat (behind the spar), while Brooke hurtled the lumber yard that was the TG-3 upside down right over the field. (What glue did you use?!) Brian, meanwhile, built a primary glider replica which we towed down the runway. I only saw it once, but it was pretty cool. Larry and I often wound up flying the Ka-7 together at the end of the day, parking ourselves in the Del Valle wave and watching the fog roll in, then zooming over the local ridge before landing. One of the great things about Hummingbird Haven was having the Altamont Ridge right next to the glider port. This was well before the wind turbines were built. On a typical summer day, the marine layer came in, allowing you to stay on the ridge as long as you like. Great fun!

Summertime flying is, of course, very hot in the Livermore Valley. One of my favorite memories is of swimming at Ted Nelson's pool, walking a couple hundred feet to the flight line and launching while you were still cool from the pool (and dry too!). I looked forward to every weekend, hitching rides with anyone who was heading down to the field including Bill Bullis, Bob McKay (below with his ASW-15), Phil Pelton, Brooke and many others.



Bob McKay with his newly acquired ASW-15. Spring 1978

Harry Perl kept us all safe and in line with what appeared to be a gruff personality. One on one, though, he was very generous with advice and ideas. Harry and Ted Nelson each had a Hummingbird motor glider, a machine well ahead of its time. Watching the Hummingbirds take off and go exploring was a very intriguing idea, and laid the groundwork for my goal of having a motor glider as well. Ted flew his Hummingbird in the Diablo wave to over 20,000 feet on several occasions.

On my fourth solo flight I landed too long down the runway and crashed through the barbed wire fence at

the east end of the runway. The barbed wire was cut by the broken canopy, so I avoided decapitation, but the rest of the glider was not so lucky. Les Sebald drove me to the hospital with one hand holding my neck wound closed and the other steering, all the while assuring me that it was not that bad. I, however, felt it was the end of the world, as the deductible (\$500), had more zeros than anything I'd dealt with before. After about one year's worth of house sitting, lawn mowing and whatever else I could do to make money, it was paid off. Don Mitchell repaired the ship at his Fremont shop. After I had some time to think about my accident, Harry Perl's daughter, Toodie Perl-Marshall, invited me to go fly with her in their K-13. She was concerned that after the accident, I might drop out of the club and wanted to get me back in the air as soon as possible. Although I wasn't thinking of quitting, it showed me again that Hummingbird Haven had great people.

I was active in the club from 1974 through 1977. After that, college and then career displaced soaring, as it does for many pilots, so I left the club in 1979 and was out of soaring until 1987. Since then it's been a pleasant surprise to run into Hummingbird Haven alums years



Tom Cooper towing the Ka-7 to the takeoff point.
Summer 1977.

later. John Seronello, who brought the first Kestrel to Hummingbird (4F), still had it years later in his garage in the Sunset district of San Francisco. Last month up at Williams, I ran into Brooke and Brian, who just went into partnership on an ASW-20. Both are still in the Bay Area and are doing well. Larry, after a wide range of jobs, is now captain on a G4 out of Detroit having just moved from Northwest Airlines. He's married and even has a son! Who'd a thunk?!

Some Private Gliders and their Owners

Rich Miller is one of our creative and talented thinkers and builders. He is a mathematician; he is very creative,

designed, built and sailed his own Hydrofoil; built tail dollies for our Blaniks, rope boards to show pilots how to make wind-proof tie-down knots for our gliders, weighed all our gliders; then made graphs for each glider with easy to figure the weight and balance for each situation, etc.

Rich Miller flew his LP 49 at Byron recently: 'Last summer I obtained an almost completed LP-49 that was built from a kit in 1971 by Vic Swierkowski. Vic was a notable figure in Sierra soaring back then. He was the FBO at Truckee, and my plane was meant to be used in that operation. The LP-49 was designed by southern Californian Jack Laister in 1968 as a competition glider. With hindsight, the plane is clearly transitional, its metal foils, old style nose and canopy, and low-mounted horizontal stabilizer connecting it to the past, while its glass and polyester fuselage, retractable gear, modern-ish foils, and general cleanliness point to the future. It is just this unusual combination that I find so attractive. It is a strong, rigid plane, modestly aerobatic and modestly efficient. It is claimed that it can be landed pretty much anywhere you can put down a 1-26. It thermals beautifully.



LP-49 - N49VS -- Rich Miller 11/19/06

Some LP-49's were built in the Laister factory, but more were sold as kits. The LP-49 has a standard certification, and under FAA rules of the time, kit built planes that underwent FAA inspections during construction (imagine!), would start life with an experimental certification that automatically converted to standard on completion of the trial phase of the certification process. By that path, a kit-built plane could be used commercially.

There is a long and interesting story about how Swierkowski's plane came not to be finished. In recent times, it belonged Frank Schmoeckel of Sacramento, who had helped Swierkowski with the building 35 years ago. Frank registered the plane and got the numbers

N49VS, the VS commemorating, of course, Vic Swierkowski.

The few remaining things to be done to the plane when it arrived at my door, as happens in these situations, took longer than I ever would have imagined. I got used to paying dollars per bolt. But, hardware so beautiful, so sensual, is worth every centopenny. Time and treasure moved on.

By June the plane was ready to go. Dave Monti at Minden inspected it and arranged experimental certification. The long, wide runways, and nice flat surrounding fields made Minden the obvious choice for the initial test flights. The FAA (Reno) was extremely generous, requiring only 10 flights for the trial phase of the certification process, and restricting me to 50 nm from Minden OR AirSailing. That allowed the charming option, which I didn't actually use, of flying from Minden to AirSailing. Fred LaSor of Soar Minden provided the initial tows. The first was, by prior agreement, very short. The tow plane accelerated to 45 mph on the long runway, but remained on the ground. I followed, ready to release on the first sign of trouble. But it was a piece of cake. N49VS became airborne quickly, and flew perfectly stably just off the ground. I tried very modest control inputs, and the plane responded as it was supposed to. I released on crossing the other runway, pulled on a bit of spoilers, and landed as well as I ever have. All very exciting, but at the same time, uneventful - which was good.

Well, since it flew 5' off the ground, it seemed like it would also fly higher, so I took another tow, this time to 7900'. Although it was late afternoon, the valley was working, and I got up to 12,300' directly off tow. I flew around for most of an hour, trying various things, but gently. I cycled the gear, but left it down so I wouldn't suffer the indignity of a wheel-up landing on my first real flight.

Next day, I started earlier, put my gear up, and left it there. I soon got to 13k', cruised all over the area, which I had never flown before, eventually getting to 14,700', south to Topaz and north to Dayton. In all, a 3.3 hour flight.

And so the summer passed. The day after the trial phase ended, I flew the Gerlach Dash from AirSailing, and actually made it to Gerlach, and the next day, made it back. Of course, the weather was great, but the plane was doing a lot too. Generally, I found myself going further and staying up longer, while suffering less -- the benefits of a better plane.

(P.S I read that Jack Laister recently died at age 93)

Buzz Graves - Flying a Motor Glider



I have been flying glider for over 23 years and have owned and flown all types of gliders, but never anything with motor. The dream had always been there, but the motivation to actual dive in wasn't there until this year. And dive in I did, head first. I am now the proud owner of a DG 800b motor glider with a whole new chapter opening in my flying career. It has been a very interesting, exciting and challenging experience. The first thing that comes to most peoples mind about what a motor glider offers is the option to use the motor to prevent a land out. Although true, it is not the primary advantage that comes to my mind, it is the freedom of where and when I can fly is number one. Once you come to grips with the complexity and complications associated with using the motor, you quickly adopt a flying strategy that is not much different than flying a normal glider and actually slightly more handicapped. You say handicapped, how is that possible? When you make the decision to deploy the engine in flight, you are also making the decision to increase your sink rate to 600 fpm with a glide ratio of near 10:1. If something goes wrong, you are going to be on the ground very soon. So the strategy normally adopted by motor glider pilots is to put a landable field underneath you before extending the engine. Since this takes extra altitude, you actually need to add an additional 1000 ft over and above what you would need in a conventional glider. Some actually choose to land first and then re-launch as being safest. The advantage here is that you don't need an aero retrieve and you can actually enjoy landing on other airports for fun.

With this new freedom I have been considering all kinds interesting things, like flying in the Bay Area. Like soaring the Fremont Range as others have talked about in the old days when the club was at the bottom of the hill, soaring the coastal range up towards the Golden Gate, you name it, it is in the realm of being possible. At times I have seen great wave clouds over coastal range and have looked at them with wonder. Let see, how

would I plan this, first drive to Palo Alto Airport, rig and then takeoff and don't forget about doing your homework on the airspace. I hope you are getting the idea. So now let me think about Big Sur, Torrey Pines, you name it!!



Buzz, leading the 1-26 cleanup and assembly team at Work Day.

I can honestly say that the motor glider experience might not be for everyone. The complexity, noise, extra overhead is something that shouldn't be taken lightly. All one has to do is do a little surfing on the web and read about the things that can go wrong, have gone wrong, and accidents that occurred to come to this conclusion. On the positive side it is truly amazing technology and opens up opportunities that are only limited by your imagination and willingness to explore. There is a great store on the web about a guy who on his vacation flies his DG 400 from the UK across the English Channel all the way to Spain because he had heard and knew about the good soaring conditions there. This story and others can be found on the DG website, <http://www.dg-flugzeugbau.de/index-e.html>.

Attention Instructors and Student Pilots!

PASCO Scholarship Funds Get Put To Use

Over 20 years ago, PASCO started a scholarship fund. In the early years, a small scholarship was given each year to a student from Douglas County High School in Minden, NV. Part of the reason PASCO chose Douglas County High School was because they let us use the school auditorium for the pilots meetings during the Regional and National soaring competitions we sponsored at Douglas County Airport (now Minden-Tahoe Airport). There were very few buildings on the airport at that time and we would typically have 50-65 pilots participating. The staff at the High School chose the student to receive the award.

When Minden Soaring Club set up a scholarship for Douglas County High School, we felt the PASCO scholarship was redundant so it was discontinued. Since that time, a few scholarships were awarded to students from other schools in the region, but nothing permanent was set up. A few years ago, the PASCO Board decided to use the funds that were accumulating in the scholarship fund to subsidize new soaring pilots by paying \$250 towards the cost of a successfully completed Private Glider Pilot Practical Examination.

To qualify to receive this award, a student pilot who successfully completes their practical exam and receives a Private Glider Pilot Certificate or endorsement should submit a copy of a receipt from the examiner and a note from their instructor requesting the award to the PASCO treasurer (see front page of West Wind for address). To qualify the applicant must not be over 21 years old, be a resident of Region 11 and be a member of PASCO.

ALERT!! NEW MINDEN WEBCAM AVAILABLE !!

**Through the kind auspices of Jim and Jennifer Herd.
Thankyou!!**

<http://home.earthlink.net/~ferware/KMEVCam/KMEVSoaringCam.html>

Username = GliderPilot (case sensitive)
Password = Minden



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9th PASCO XC SOARING Seminar 24 Feb 2007, UC Berkeley

...Will be conducted by Carl Herold on **Saturday 24 February 2007**, to be held at the University of California, Physics Department lecture room, starting at 7:30 a.m. with coffee and cookies. The presentations will take place in 7 hours and 30 minutes. **Please RSVP to Carl Herold at cdherold@shearflight.com**

The presentations will commence at 8:00 a.m. ending at 5:00 p.m. with cleanup by 5:30 p.m. Posters will be mailed to all Region 11 clubs. This year their will be a DVD data of many of the presentations since 1999 as well as the latest presentations. Presentations by Carl Herold and Dan Gudgel, plus another speaker will cover:

1. Recognizing summer density altitude areas for cruising and increasing ground speeds below Class A airspace ,
2. The pluses and minuses of the changes in the summer soaring weather cycles in the Great Basin of Nevada, the Mojave desert, western Utah, and Northern New Mexico.
3. The Great Basin currently has 17 soaring sites around the Great Basin, with another several used by clubs.

4. Airspace adjustments within numerous MOA's (some are increasingly busy and others are temporarily using other airports as well. These clubs are from Oregon, Washington State, Utah, and New Mexico and Arizona.

5. Transponders will be an increasing benefit to long XC distance glider pilots.

SAFETY ALERT

DON'T LET THIS HAPPEN TO YOU!!

A tragic accident report from the UK which could happen here.....

Report name:
S8/2006 Scheibe SF27 glider, HGM and Schleicher ASW 19B glider, GDP

Type:
Scheibe SF27 glider and Schleicher ASW 19B glider

Location:
Sutton Bank, North Yorkshire (UK)
Date of occurrence: 02 October 2006

Summary:

The aircraft were both soaring in the vicinity of Sutton Bank, at a height above the airfield of about 1,500 ft, near to the

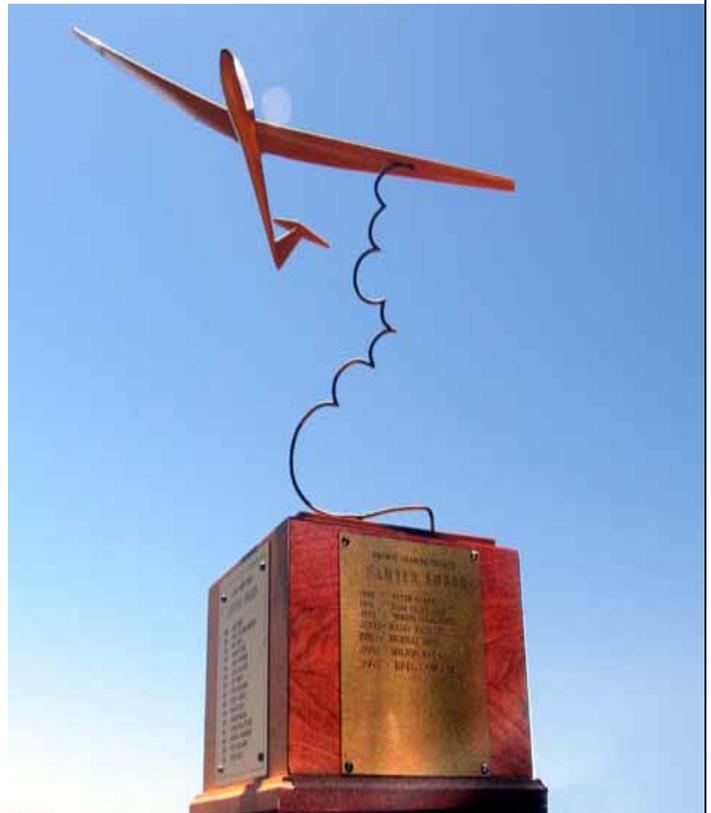
base of cloud. The surviving (SF27) pilot recalled suddenly seeing the other aircraft coming towards him, very close, and attempted to maneuver to avoid collision. However, the two aircraft collided almost head on. The SF27 pilot abandoned his aircraft and made a successful parachute descent. The ASW19B pilot's body was found close to the remains of his glider. His harness had been unfastened, and the canopy jettison control had been operated, but his parachute had not been activated.

A GPS, logger, and palm-top computer, had been fitted to the canopy surround. These items were attached by wiring to the rear of the instrument panel. It appeared that these wires may have prevented successful jettisoning of the canopy,

...and two AAIB Safety Recommendations were made to the BGA.

2007 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 Ramy Yanetz (this year's organizer) with questions - ryanetz@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



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*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*


PASCOC
Pacific Soaring Council
41600 Margold Drive
Fremont, CA 94539

