March 2007

e-WESTWIND

Gordon Boettger – Big Wave Surfing! Minden.

IN THIS ISSUE…..

NEW TOW OPERATION AT MONTAGUE!! SEE ADVERT INSIDE

CALENDAR DATES

PASCO CROSS COUNTRY SEMINAR UC BERKELEY Sat FEB 24th 2007
REGION 11 CHAMPS , MINDEN, JUNE 18-22 2007
WOMENS SOARING CAMP , AVENAL, JUNE 18-22 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: **Cindy Donovan**
6430 Estates Dr. Oakland, CA 94611
415-667-9142, 211 Main/3/103
donovan_c@sbcglobal.net

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

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

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

Safety Officer **Dave Cunningham**
ldc@att.net

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 **Yuliy Gerchikov**
gerchikov@narod.ru

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

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 LaNeva 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,	702 -874-1010
Montague Tow operation	Richard Pfeiffer	530 905 0062
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 Hawaii Sailplanes	Dillingham Field, Oahu, HI. P.O. Box 30863, Honolulu, HI 96820.,	808 637-3147 soarhi@lava.net
Soar Minden	Minden-Tahoe Airport, P.O. Box 1764, Minden, NV 89423,	800-345-7627 775-782 7627
Soar Truckee, Inc.,	Truckee Airport, P.O. Box 2657 CA 96160,	530-587-6702
Williams Soaring Center	Williams GliderPort 2668 Husted Road, Williams, CA 95987 http://www.williamssoaring.com/	530-473-5600

REGION 11 CLUBS & ASSOCIATIONS

Air Sailing, Inc. Airport	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, PO Box 19902, Jean, NV 89019,	Jay McDaniel	702-874-1420 btiz2@cox.net
Minden Soaring Club	Minden Tahoe Airport PO Box 361 Minden, NV 89423	Leo Montejo www.mindensoaringclub.org	
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
Las Vegas Valley Soaring Association	http://www.lvvsa.org
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

2007 REGION 11 CALENDAR OF EVENTS

Date	**Events**	Location	Contact	Phone	URL
Feb 24th	8th PASCO X-C Seminars	UC Berkeley Physics Buildinç	Carl Herold	775-230-0527	
March 3rd	NCSA Safety Seminar,	Byron Airport	Dave Cunningham		ldc@att.net
TBD	VSA Race Series	Williams Soaring Center	Noelle Mayes	530-473-5600	www.williamssoaring.com
May 3 - 6	Avenal Spring Contest	Avenal , CA	Mario Crosina	559-251-7933	Mario.Crosina@comcast.net
May 4-6	Doc Mayes' Memorial	Williams Soaring Center	Noelle Mayes	530-473-5600	www.williamssoaring.com
May 28-June 1	Airsailing Thermaling Camp	AirSailing, NV	David Prather		www.airsailing.org
June 3 - 8	AirSailing Cross-Country Camp	AirSailng NV	David Prather		**www.airsailing.org**
June 18-22	Region 11 Championships (Std, 15m,	Minden , NV	Karol Hines		KaroLL@sbcglobal.net
June 18-22	Womens Soaring Seminar	Avenal, CA	Nieta Montague		neitalibelle@aol.com
TBD	Truckee Glider Races	Soar Truckee	Sergio Colacevich	530 587 6702	www.soartruckee.com
July 21-29	Tonopah Fly-In (JABOG)	Tonopah	Jay McDaniel		soaringJay@cox.net
July 23-- 28	AirSailing Sports Class Contest	AirSailing, NV	JJ Sinclair	435-713-4952	john.sinclair@att.net
Aug 19 - 20	Gerlach Dash	AirSailing, NV	Scott Monson	775-972-9479	scottmonsen@aol.com
Oct 13th	Williams Oktoberfest	Williams Soaring Center	Noelle Mayes	530-473-5600	www.williamssoaring.com
Nov 4th	PASCO Annual Seminars and Awards Banquet	Western Aviation Museum, Oakland	Mike Mayo	650-857-0522	echofive@sbcglobal.net

Editorial – Self Regulation or Handing our Fate to the Fed's?

See and be Seen – In an aviation environment where air travel has increased many times over in several areas we soar regularly, and particularly in the Reno area affecting AirSailing, Truckee and Minden, we have a much higher collision risk with jet traffic than we have experienced in the past.

We fly higher, farther and faster than 15-20 years ago, and our proximity to jet traffic has increased to the point where the 'Big Sky' theory of improbably small collision risk has been proven dramatically wrong. By rights, the probability of the Hawker jet midair near Minden last year was so small this accident should never have happened. Millions to one chance was the operating theory. But this theory assumed that there was a uniform distribution of traffic in the airspace we use. This is not the case, and we now know that traffic is routed over our major cross country routes and in some instances local soaring in the Reno vicinity. Coupled with the dramatic increase in Reno jet traffic over the last 15 years we had a time bomb ticking away that eventually went off last year with the Hawker accident near Minden. This was a wake up call that "something is rotten in the state of Denmark'.

The proceedings and notes from the NTSB meetings and investigator interaction with soaring representatives in the region show us that we are at risk of having transponders mandated by the FAA, and airspace modifications around Reno to enforce transponder use and with possible restrictions on our access – this would be a tragedy for soaring in the region, and if we are not proactive with the aviation community and the FAA we can face legislation that causes us loss of airspace use.

We need to be seen as a responsible, self consistent and trustworthy sub-group of aviation. We are not seen this way today by the rank and file general aviation pilot due to the number of near misses encountered with gliders and the widely known accident at Minden which has highlighted soaring as a threat to other airspace users. Our freedom to soar is now viewed as a wild card risk to other airspace users who already live with enforced transponder usage. We have the opportunity in this region to change that perception if we can collectively decide on a voluntary course of action that systematically reduces the chance of collision, and stick to it.

So an important option we need to explore as a soaring community is one of self regulation. This takes the most work and internal cooperation of any course of action we face, but we get the freedom we deserve, and by acting collectively and responsibly we will earn the right (in the eyes of the Feds and the general aviation community) to share the airspace as equal citizens.

If we can self-govern to increase transponder usage we will dramatically reduce the risk we pose to commercial air traffic and all those airline passengers who don't carry parachutes with them. The Feds are interested in ways to reduce collision risk by changing the rules – and we are now under the microscope.

A blanket requirement for transponders in gliders would not be appropriate for soaring in say, Muncie, Indiana, or even perhaps Montague, California. There just isn't the traffic density to warrant it as a 'must have' safety feature, (for now at any rate) though it would definitely reduce collision likelihood to some degree.

However, to fly in high jet traffic areas without a transponder puts the whole soaring community, as well as fare paying passengers lives, at risk. This is the new understanding, that the risk is much higher than was previously thought. In addition, the old arguments against gliders with transponders based on power supply problems are at best disingenuous these days. The real reason for resistance in the soaring community appears to be cost and inconvenience.

The risk doesn't just come from jet traffic either - we also have many GA (general aviation) near misses that happen well away from jet traffic - a GA pilot I know nearly hit a glider near the Gold Mines (Crazy Creek and Williams) for example, (he was TCAS equipped and very pissed the glider wasn't transponder equipped – he wanted a good explanation of why not, which I was unable to give him) I have had several close encounters with GA traffic near Pond Peak east of Reno, and south of Hollister in the Diablo's - it happens all the time... Others have had close calls or worse near Truckee (remember the G102/twin collision some years back?). I do think there are more close calls than we are aware of or publicize. Of course, GA collision issues won't be helped by transponders unless the GA airplane is carrying TCAS. Here, there is a real argument for gliders to carry PCAS. (Passive Collision Avoidance System – a small $500 box that alerts the user to nearby transponder transmissions with proximity and altitude warnings)

Self regulation with respect to transponders does shift the burden toward defining what areas are 'relatively safe' and how we might reasonably determine this. But it needs be done for the system to work. This is challenging since most folks have a different perception of the risk and what is an appropriate response to it. We're also working toward an approach of educating Reno and Oakland about typical glider transitions and routes around Reno - I put together some representative data myself and published it last year in WestWind. Karol Hines and others are using it to educate Reno and hopefully Oakland as well. Our hope is to minimize the

chances of a jet being dropped down over high glider traffic areas like the Pine Nuts.

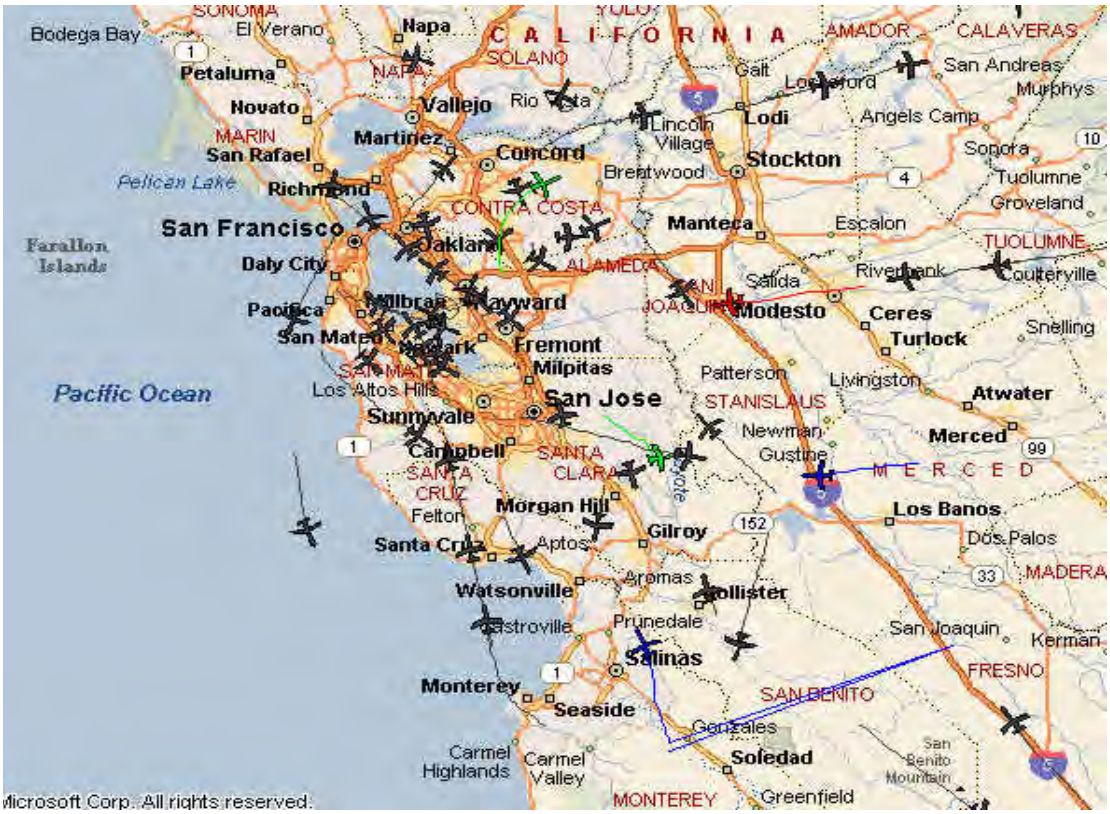
It would be helpful to get airline traffic GPS traces from San Jose tower (for Hollister) and Sacramento (for Williams) in order to get a better sense for where the potential conflict areas are at these sites, and educate glider pilots accordingly. We can also educate Sacramento and San Jose towers about typical glider operations areas to help them avoid us.

How many region 11 gliders are transponder equipped? Do we know how many Truckee AND Minden AND AirSailing pilots are putting in transponders this winter/spring, and if not, what is the reason? Information on all these points might help us understand how we are progressing as a group. For example, BASA is actively pursuing getting all aircraft equipped with transponders and power supplies to handle them. Are other clubs and FBO's following suit? If we can agree on minimum standards, make our standards known through the posting of "Transponder Protocols" for and at each gliderport, and coach those who fail to comply, then we may be able to avert the next disaster, as well avoid having onerous regulations thrust upon us by the feds.

Our PASCO airspace team has made great progress working on a Reno Alert Area proposal such that flight within this area without transponders will be made with position reports and advisories to Reno ATC.

The imperative for us to self regulate our flying activities and instrumentation requirements in critical airspace is upon us. We need to make this as easy as possible for us to understand, implement and enforce.

Bay Area Jet Traffic Website - http://www4.passur.com/sjc.html



This graphic shows the Bay Area jet traffic on Jan 31st at 2pm. You can see SFO arrivals and departure routes, Oakland patterns very clearly. SJO traffic patterns appear heaviest in evening time when arriving aircraft line up over San Luis and intersect for a southerly approach from Gilroy to SJO at altitudes 5-6k ft over Gilroy and Morgan Hill

PASCO MEETING MINUTES FEB 7, 2007

Meeting called to order at 7:12, present: board members Karol Hines, Marc Ramsey, Hans Van Weersch, Mike Mayo, Peter Deane, guest Jay McDaniel, SSA Region 11 Director.

TREASURERS REPORT

Bank account is in good shape, balance in checking about $17,500. BASA dues in, NCSA dues shortly, financials for banquet not quite final. Budget for 2007 hasn't been started yet. Hans will put together a budget based on expenditures for past years. That will give us an indication of how much we have to spend on projects

COMMUNICATIONS CHAIR

March issue of WestWind nearly complete. Need update on Reno airspace team, Karol will summarize. Updated Region 11 calendar has been sent out. Web site needs updates, Karol will check through site, Peter will send updates to Brian. Peter would like more board members

to join in on web forum, also more of the FBOs and clubs.

Marc will send ADS-B presentation to Peter.

SAFETY COMMITTEE REPORT – submitted by Dave Cunningham

I) Safety seminars held: ANNUAL PASCO SAFETY SEMINAR AND AWARDS BANQUET, SATURDAY, NOVEMBER 4TH, 2006
- report to follow for the WestWind

II) Safety seminars planned:

9th PASCO X-COUNTRY SOARING SEMINAR, SATURDAY, FEBRUARY 24, 2007, UC BERKELEY
- contact Carl Herold cdherold@shearflight.com

NCSA CLUB SAFETY SEMINAR, SATURDAY MARCH 3, BYRON, CA
- contact Dave Cunningham ldc@att.net

Questions: Do the other clubs in the PASCO region have spring or annual safety seminars? May we post / advertise these safety opportunities?

III) Use of Mode C Transponders is gaining awareness following the glider/jet collision incident last year. Many members report through E-mail and electronic communication that they are spending their off-time winter months installing transponders in gliders that they plan to use the coming soaring season. PASCO encourages use of Mode C Transponders around the Reno, NV area as printed in WestWind each issue:

"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 50NM 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."

Request: please add to the PASCO web site a Safety tab / link and include the above as a first item. More safety related items could follow such as the schedule of planned safety seminars, links to WINGS safety seminars and other safety related topics.

IV) For the Current Site Champions for PASCO soaring sites, I will canvass for a contact of the two locations listed as not assigned, if you no objection. May I have the E-mail, phone contact for those that are identified? May we agree to identify contacts by March 1? Note: Jay McDaniel agreed to be Site Champion for Tonopah. Karol will send Cindy Brickner's contact information to Dave to find a Site Champion for Bishop.

APPROVE UPDATED BYLAWS

Deferred to next meeting, Karol will send out amended Bylaws to board just prior to meeting.

OPEN DIRECTOR POSITIONS

No new candidates for 2 open positions.

DEFINITION OF ROLES OF DIRECTORS

No progress.

THREE YEAR STRATEGIC PLAN AND BUDGET

Will get budget from past years data as discussed above, next meeting start brainstorming about strategic plan.

NEW BUSINESS

Dream Machines Show April 19th at Half Moon Bay, Peter will set up his glider, would like materials to hand out.

MEETING ADJOURNED

At 8:21. Next meeting Monday March 5.

SSA Convention Report and SSA Update (Fred LaSor, Region 11 Director)

I just returned from the SSA convention in Memphis and wanted to let Region 11 folks who might have missed it know what they missed. I also wanted to let SSA members know what took place at the Board of Directors meeting.

The convention this year was in downtown Memphis and I remember thinking at the beginning of our setup day that it was fortunate the convention hall was attached to the Marriot Hotel, because it was too cold to go outdoors, even to cross the street. Imagine my (and others') disappointment to learn the heating was broken in the Convention Center and we might as well have been outdoors that first day. Officials promised to repair the heaters for the opening day, but there was little noticeable improvement. Friday and Saturday were a little warmer, but there was a lot of muttering among the faithful about the cold indoors and out.

Attendance by the end of the third day came in just below 1,000 -- certainly not as good as the previous two conventions, but understandable in view of bad weather in much of the U.S. Next year's convention will be in Albuquerque, and weather might not be as much of an impediment to folks who want to drive in from a day away.

The hall itself was similar to previous shows with one notable exception -- fully one-third of the floor was devoted to a beautiful display of vintage gliders, there to commemorate the 75th anniversary of the SSA. I might add that the organizers got this portion of the hall for free, which was a real benefit. If you missed the collection of vintage gliders look for photo coverage in Soaring Magazine -- it was a beautiful show.

As for the rest of the hall there were the usual collection of beautiful ships on the floor. Just inside the entry door was an electric powered Antares that they turned on every hour or so. Now that was a quiet self-launcher!

The folks from Sparrowhawk had a demo of a motor kit that is not yet available, but should be this year. It's a very pretty piece of engineering -- super light, as befits the Sparrowhawk -- and will make that sailplane a self-launcher. Too bad it's not electric, but the batteries would change the entire complexion of the Sparrowhawk.

The WWII glider pilots' film was long, but good, and it was interesting to talk to the handful of glider pilots who came to the convention. One at my table had landed at Normandy, later in Holland, and then behind the lines in Germany, and he was still flying (but with someone else holding a medical, which he could no longer obtain.) The banquet speaker was Fred Smith of FedEx. Interesting presentation, but didn't have much to do with soaring I apologize if I missed any other notable displays -- I was closeted in meetings of the Board of Directors a full day, and in various other meetings as well. In fact I was so busy I ended up attending only two lectures -- Kemp's infamous cloud lecture and one by friends from my old club in Virginia about getting along with airport authorities. Might be some good suggestions there!

There was some good news that came out of the Board of Directors meeting, so I'll cover the highlights of that:

1. Despite events of the past year, SSA Treasurer Phil Umphres says “this is a financially viable organization. No major reductions in services are necessary to survive.” Umphres is so upbeat about our financial situation he suggests we reduce payback period to the SSA Foundation from 8 to 5 years, making final payment in October 2010. Umphres said he was impressed by Denise Layton and her ability to pick up in the absence of an Executive Director. He is also impressed with Accountant Judy Blalack, who has worked very hard to re-create three years of what appear right now to be wrong, fictitious, and dishonest financial records.

Still pending is liability to the IRS for not having filed over several years. SSA has submitted request for remittal on basis of the fact we were allegedly victimized by an employee then self-reported when we discovered it. Umphres believes we will not be penalized. Difficulty is lack of 941 (payroll tax liability) filing for 15 quarters. IRS has assessed $217,000 in penalties; we have asked for remittal. IRS is now consolidating these considerations under one IRS officer in Ogden and will have an answer by March 19. Umphres believes circumstances warrant IRS remittal of penalties, but they might charge interest. Worst case liability is around $70,000 for interest, Umphres thinks.

Consolidated balance sheet: Total assets $1,975,000. Operating account: revenue $1,333,169; total expenses $1,284,070; Net revenue $49,098. Caution: dues revenue that came in during 2006 was all posted in 2006 instead of being posted in 2007 for December, as was former practice (to allow employees time off over Christmas holidays). Contributions to Eagle Fund were good this year. About $100,000 was either spent on investigating allegations of fraud by an employee or were allegedly mis-directed during that employee's incumbency.

Charlie Minner asked how much we lost during the incumbency of the employee who was allegedly defrauding us. Umphres said we can account for some misdirection, and we suspect there are other sums we’ll never account for. Example: lots of cash comes in during

conventions and one employee was responsible for depositing it – did it all get deposited? We'll never know.

We are confident no money was stolen out of the SSA Foundation once it made it there. We do not know that all money destined to Foundation made it there.

It appears dishonesty insurance is capped at $75,000; documenting that cost us about $45,000. We are attempting to file a claim against a prior insurer. Other thing is recovery from banks that honored allegedly forged checks; this is not certain because banks usually restrict amount or time to make claims. An attorney might take this case on contingency basis. We now think we were robbed of as much as $200,000. There is also the huge cost of cleaning up the mess and substantiating the claim – we can never claim this back from anyone.

We don't think it makes sense to hire more employees at this point. Current employees are overloaded by need to clean up mess; mess is about cleaned up so life will return to normal soon. No thoughts yet on hiring an ED until we hear from restructuring task force about what they propose. Approval of budget moved & passed.

Bottom line: We're in better shape than we thought possible last September, but we're running out of options for recovering monies we lost to alleged dishonesty.

2. Members -- and especially clubs -- are encouraged to visit the SSA web site for templates to generate publicity. For contests, achievements, records, etc., just plug names and dates into the templates and send them to the local press. Members are also encouraged to sign up for e-news on the SSA web site. This is an under-utilized service.

3. Director Dianne Black-Nixon's report: The Executive Committee has been meeting by conference call several times a week to assist in the day-to-day operation of the SSA. Tom Dixon and two others have been listening in as neutral observers (the Excom Review Committee). Dixon said he had nothing detrimental to report about Excom's work between intervals of full board meetings. No special interests or biases were noted; no evidence of collusion.

4. Restructuring Task force: David Pixton – report on progress of task force, including yesterday's first face-to-face meeting. Asked for members' suggestions on restructuring to be forwarded through Directors, governors or directly to task force. Readers of this report are invited to send their thoughts on restructuring the SSA to me or directly to the SSA, through the web site.

5. Board needed to approve new trustees for the SSA Board of Trustees. ExCom-recommended nominees were Robert Weien, Penn Smith, John Daly, and Pete Brown. Discussion. ExCom recommended nominees approved unanimously.

6.Committee reports:

-E-communications – Doug Easton reported on changeover to Peachetree; recommended more use of e-news. Please go to web site and sign up.
-Clubs & Chapters – meeting regularly by conference call.

- Contests –

Site development committee established: Kerry Huffstetler and Linda Murray agreed to serve. New document for SSA sanctioning: both proposals tabled. Fuller report to follow. Site selection committee did not meet because there were insufficient sites nominated. I lobbied for 2008 sports class nationals in Montague -- it appears that will happen.

OLC report: we did well in the world. Main issue is we have not collected enough money. It costs about $5.20 per pilot per year and we need to find a way to pay it. We got most of our money last year from commercial operators; investigating a new collection method through Amazon. Also, many pilots are not filing OLC flights. Strong call for more flights to be uploaded. Please do so.

7. Ann Mongiovi thanks for last year's support for EAA booth. Interest shown by EAA visitors. She will be setting up an SSA booth again this year at EAA.

8. Insurance: SSA/Costello coverage is only one available to cover all segments of operations: contests, operations, non-owners, etc. Previous problem was that not all who filed claims were SSA members. That has been turned around in past 3 years. "You can't be in a group plan if you don't belong to the group," and "If the SSA plan goes away, soaring will go away," and "This is the single most important thing we do." (All quotes from Jim Skydell.) The potential for a million dollar liability loss continues to hang over our collective heads, and that is the scary concern. Should SSA require million dollar insurance for towplanes at contests? Up 'til now we have not required this coverage of towplanes. Any club can now take their towplane to a contest and tow for remuneration. Caveat is that pilots must be commercial-rated. Costello: Insurance company will insist that pilots be commercial IF club makes a charge for tows, and tow plane must be owned by person/club who is insured for liability. Skydell: does SSA think all towplanes should be covered by insurance? Should this be part of sanctioning process? Sorensen: Rule committee has not yet acted on this issue. We would like to delay a decision until next BOD meeting so we don't have problem this season. Very few towplanes fall into the category of non-insured for $1M liability. Skydell: Withdraw proposal to insist on $1M until next BOD meeting.

9. SSF. Richard Carlson. Need more invitations for site surveys. Clubs and commercial operators encouraged to request SSF site survey. (Note: Soar Minden has requested a site survey, Air Sailing had one last year. If anyone else in the region would like one in the near future, please let me know at Soar Minden, or notify Burt Compton directly. -- Fred)

10. Steve Northcraft, Government Liaison. Airspace dialogue will heat up this year. FLARM is successful in Europe (5,000 in operation) we need to look into this in US. NGATS Next Generation Air Traffic System -- will probably use ADS-B. Dave Newill: how are we going to work with other a/cft orgs regarding user fees? And on tourist rides? See recent NPRMs on this. Northcraft expects AOPA to take lead on user fee NPRM, possible for operations below 18,000'.

I reported on our conversations with RNO TRACON and PASCO's position on transponders. Several other directors are critical of transponders as being an old technology that will soon be outmoded. Bernald Smith reported on ADSB vs transponder issue. FLARM will probably not be used in US because of liability issues and because the manufacturers do not want to pay to certify the unit with FAA. Bernald thinks ADS-B will be technology of the future. He also says we need to keep our eye on the question of environmental issues. This is big in Europe and they will presumably push the US to follow suit.

Rick Sheppe – representation committee (watching over SSA's representation committee with all NGOs) Proposal to make a microlight powered glider class. Expect this small glider proposal. French and Austrians have proposed to change rule to allow world record claims to have more than two in one flight. Sheppe wants us to vote FOR FR & Aus proposal to allow multiple distance and speed records from single flight. Previous rules allowed only one pair of claims per flight. Rick Sheppe moved the position of the US be to support the FR & AUS. Passed.

Eric Mozer – reported on FAI meeting. Cindy talked about a person looking for a world record claim. FAI interested in grand prix series of soaring events. Name is now World Series of Gliding. Events will be held annually, with final in Europe. Asked if World Series is worth pursuing in future, Eric said yes. We need more qualifying events in 2007, but media rights are still up in the air and that is a problem. Mozer concluded with thanks to Hannes Linke for his work in past.

11. FAI petition for associate membership was rejected. We once again have to deal with NAA. Steve Northcraft reported we can continue to issue badges without having to have FAI license. Any SSA member still needs to apply for FAI sporting license PRIOR to any US or world record. Steve proposes we pay dues to NAA at new level requested by NAA with reclama that we still have concerns about level of services offered by NAA. The FAI license fee issue is a legacy from Larry Sanderson. Ray Johnson says the dues restructuring is long overdue. Northcraft moved we accept NAA dues request for 2007 but ask NAA to review dues based on representation. Passed.

12. Standardization of awards and where they are issued. Matrix on file with Directors. Template proposed, accepted.

13. Changing convention schedule to every other year AFTER next year's convention in ABQ. Discussed. Including possibility of having small exhibitions, like electronics/instrument suppliers. Mini conventions or symposia. Does this discriminate against a/c vendors? Can't have convention in conjunction with fall meeting because it's too close to races. Ron McLaughlin offered to chair. I will help. Carried.

14. National Soaring Museum invited SSA board to meet in Elmira for Fall Board Meeting. Date selected is Sept 29/30. Passed.

15. Other business:

A. Affirm excom decision on Hobbs: question of whether office employees from Hobbs should staff Hobbs contest during work hours. Discussion. Proposal withdrawn – decision is to be made by Denise as person in charge instead of being a board decision.

B. Cost of blue books. Suggestion made to do everything electronically. Accepted. Doug Easton and Denise to staff this.

C. Hall of Fame Vetting Board for Hall of Fame. Motion encouraging BOD to accept recommendations of Vetting Board in future, and NOT exclude joint nominations in future.

D. Need additional executive committee member: Ken Sorensen nominated to ExCom. Elected.

E. Motion of thanks to ExCom.

F. Minner: Turf Soaring is for sale. $400,000.

G. Minner thinks we need to appoint an editor for Soaring as Denise cannot continue to run the office and edit the magazine. No action.

Club News

Monique Wiel sent in the NCSA Flight Awards and achievements for 2006

BADGES and BADGE LEGS, (A,B,C, Brnze, Slvr, Gld)

A: Dmitry Chichkov, Mark Violet, Mike Voie, Larry Suter, Dale Roberts,
B: Larry Suter, Hennadiy Rez, Dale Roberts; *C*: Dale Roberts
Bronze: Dale Roberts, Sebastien Belanger
Badge Legs: Silver Altitude: Sebasttien Belanger
Badge Legs: Silver Distance: Lee Grisham, Shannon Madsen
Badge Legs: Gold Distance: Peter Kelemen; Shannon Madsen
Badge Legs: Diamond Goal; Diamond Distance: Morteza Ansari
Silver Badge: Lee Grisham; Shannon Madsen
Gold Badge: Peter Kelemen; Shannon Madsen; Morteza Ansari

AWARDS were divided into 2 sections: Advanced and Standard.

TOTAL CROSS-COUNTRY MILES
i. Adv: Ramy Yanetz: 13,803sm
ii.Std: Morteza Ansari: 1,883sm

LONGEST DISTANCE FLIGHT:
i Adv:Yuliy Gerchikov: FAI 1,000KM Diplome; and Ramy Yanetz:1000KM FAI triangle (unofficial)
ii. Std: Morteza Ansari: 548KM- Diamond Distance

HIGHEST ALTITUDE ACHIEVED:
i. Adv: Rolf Peterson: 26,800'
ii Std: Morteza Ansari: 25,095'

STATE + other RECORDS & AWARDS
i: Adv: Rolf Peterson: 3 Utah State Records:15 meter; Free Triangle Dist: Open Single + Sports
ii Std: Shannon Madsen: PASCO AWARD for longest Silver Distance

PILOT of the YEAR 2006

Advanced- tied between Yuliy Gerchikov and Ramy Yanetz

Yuliy Gerchikov - Two 1,000KM flights
Distance: FAI 1,000KM Diplome; ATPB: Speed: 105 mph over 316sm (Gerlach Dash)
Scenery on single flight: (Cedar Breaks, Grand Canyon, Vermillion Cliffs) "Two-in-one flight": Trk-Coyote Flat - TRK- Spaulding-TRK; TAGARS; CAPTURE OF PASCO Egg from Hollister

Ramy Yanetz: 1000KM FAI triangle(unofficial) from Truckee - US and Nevada Free Standard class triangle record(unofficial) Two flights over 1,000KM; highest miles/hrs:13,803sm/290hr in 2006

Standard: Morteza Ansari - 1883sm -all but one flight in club's G-102. Diamond Distance; 25,095' Altitude; Gerlach Dash, in club's G-102

INSTRUCTOR of the YEAR 2006:
Monique Weil: 263 Instructional flights in 115 hours

TOW PILOT of the YEAR 2006:
Ken Ferguson: 226 tows/48.4hr towing

New PPG pilots from Hollister

I'd like to congratulate Patrick Dolan and Michael Baum for passing their Private Pilot Glider FAA checkrides. Great job guys! Each of them was able to accomplish the required flight maneuvers on just one 4,000 ft. tow.

Michael Baum worked with CFIG Ruth Cook to add the Private Glider Rating onto his Private Pilot Airplane Certificate. Michael is an Instrument Rated Private Pilot who flew his own Piper Saratoga from Palo Alto to Hollister for most of his instructional sessions. Michael is a co-author of pamphlets entitled "Aviators' Model Code Of Conduct" and "Student Pilots' Model Code Of Conduct", both sponsored by Avemco Insurance. Michael is currently working on a "Glider Pilots' Model Code Of Conduct", so look for it at HGC, and in other FBO displays, at some point in the future.

Patrick had no previous aviation experience, so his Private Pilot Glider Certificate is his first FAA certificate. He began training with Drew Pearce last spring, and then transitioned to work with Ruth Cook in the summer. He's also done a few specialty instructional flights with CFIG Jeffrey Hazlegrove. Pat has also been an HGC employee for a few months, and I'm sure that many of you who've flown at Hollister have enjoyed his enthusiasm, energy and hard work on the Flight Line on alternating Sundays.

Once again, congratulations to both Michael and Patrick for their hard work and dedication which allowed them to enter the ranks of Certificated Glider Pilot. And thanks also to Ruth Cook for great preparation, as well as to Drew Pearce for a solid foundation for Pat, and Jeffrey for additional instruction and pointers.

Congratulations and thanks for great jobs by everyone.
Quest

FOCUS on NCSA - NCSA's mission:

Monique Weil

NCSA is a non-profit glider club, originally founded in the 1940s,with a mission to further the sport of soaring. NCSA is the only glider club in the larger San Francisco Bay Area offering basic flight instruction as well as encouraging cross-country soaring. Our charter is to introduce non-glider pilots to the joys of soaring and to assist in their skill development in a safe and fun setting at reasonable cost.

In addition to lower costs, the club setting offers social benefits, the camaraderie of other members and regular activities throughout the year, with barbecues at our Club House following October Fest, Safety Seminar, and Work Days; we had 34 members present at our Work Day last month. Some of our other activities have included practice land outs in Tracy, spot landing contests, Intensive Training Weeks, and presentation of awards at our Annual Meeting and Banquet

The club structure does not work for everyone, either because of personality or lack of time to devote to the training in this method. The club offers Introductory flights with the choice of a trial period of one month before the student needs to decide whether to join. This time period gives the potential member a good feel for what to expect in training and a sound way to make this decision.
Currently we have approximately 55 members with varying degrees of experience, from absolute beginners to pilots transitioning from power licenses to highly experienced XC soaring pilots with thousands of hours.

NCSA is an SSA chapter and all members are required to be members of SSA before they can fly solo or receive tow services. Members are also members of PASCO.

To encourage young people to join the club and train for their glider rating, the club waves the membership equity to youth. In addition, club instructors do not charge Junior members for instructional fees.

The club has a varied membership, with all ages - youth who can solo at age 14 to senior members aged 70 and over. 16 countries are represented among the members. The club owns its own Tow Plane, a Scout, just having its engine return from overhaul after reaching TBO. 8 experienced Tow Pilots volunteer on a once a month basis after checkouts from our Chief Tow Pilot. 7 certificated CFIGs, all SSA Instructors, rotate Instructor duty days in Byron. The club owns 6 gliders, 2 Blanik L-13s used for primary and advanced training 2 Grob-103s used by licensed pilots locally and for dual or solo cross country flights. The club has 2 single seat gliders: an SGS 1-26 and a Grob-102CS. There are 14 privately owned gliders, some owned in partnerships. 2 Golf carts help us transport our gliders to and from the flight line. A 3 room trailer serves as our club house.

NCSA operates weekends in Byron throughout the year, with occasional weekdays when members see good soaring days midweek or when "Intensive Training Days" are scheduled midweek or Private Pilot Flight Tests. We hold Bronze Badge and Cross-Country ground schools as needed

Byron is a county Airport with a mix of all kinds of flight operations, a busy Parachute Jump School, aircraft practicing touch and goes, no-radio aircraft, charter flights, jets, ultra light aircraft, helicopters, etc.

Good weather days make for very busy operations, where glider flights are squeezed between opposite traffic Jump plane take-offs and aircraft practicing touch and goes. Both runways may be in use at the same time. This situation creates hazards for solo students not present in an operation that has only gliders, while providing the advantage that alertness for traffic and situation awareness are taught from the first training flight.

During the summer, the club splits into two - or three - sites: Our main base in the Sierras during the summer is Truckee and usually 3 or 4 gliders are trailered or aerotowed to the Sierras, leaving at least two gliders in Byron. We encourage newly certificated pilots and at times solo students to participate in the Air Sailing Thermal Camps. The following year these trainees often participate in the Air Sailing Cross-Country Camps. Then, after Cross Country and mountain checkouts the pilots may fly cross-country solo out of Truckee, initially with more experienced pilots as well as club instructors as mentors. Some pilots continue to fly mostly club ships but it is usual for pilots to buy their own glider, sometimes in partnership with another club member, after their initial Cross Country camp.

Tow Plane returns to Byron after aerotow of glider to Truckee

Club members agree to volunteer their time to provide a safe operation, being scheduled for Field Manager rotation about twice a year, after receiving training by an experienced Field Manager. Two official required "Work Days" are scheduled annually, when the main tasks are cleaning and buffing the gliders, before and after the summer soaring season. Every aircraft has a crew chief who reviews maintenance needs and arranges for repair, with the assistance of our IA when needed. A small number of dedicated volunteers are on the field regularly to assist in the operations.

NCSA does not organize a structured ground school but steers the students to relevant study materials and assist them in developing a self-study program. A "Welcome to new students" hand out covers most immediate needs and a newly available "Member Manual" has detailed information about all aspects of NCSA Operating Procedures.

This Member Manual was essentially created - with input from other club members - by one of our newer NCSA members, Sebastien Belanger. It was his idea, based on perceived need and he has produced a very professional manual, in color, available on our club Website, for all members to review. Sebastien has also arranged for us to use an on-line calendar program, which has greatly assisted the availability of our Operations Schedule for all members, as weekly reminders of scheduled Tow Pilots, Instructors and Field Managers are emailed to members. It has relieved the need of having to make phone calls or send regular personal reminders by post for Field Manager duty days.

The Club has a Safety Committee with regular meetings to review any incidents, consider the pertinent factors

and make recommendations to change procedures to improve operations and prevent recurrence.

Incidents cannot be totally eliminated but we should review each type of incident to see if there is a pattern and to plan possible changes in operations, which may reduce the risk. There is rarely one cause but there are common elements – there is often a chain of events, which can lead to an accident if not interrupted. Pilots tend to be individualistic, rather than team players; operate on the edge; are in too much of a hurry and get careless. Complacency sets in when there is much routine and we are not ready for the unusual event; we do not adapt well to changes in the situation; we need to think skeptically and expect something to go wrong (Murphy's law). We know we need to be vigilant, expecting the unexpected, always use checklists and identify and question assumptions. Instructors as well as Tow Pilots need to monitor their readiness to fly and take breaks to avoid fatigue.

Other events we may hold have included "Tracy Land-out Day" in the Spring to introduce our new pilots to landing at another airport; this spring we held an "Intensive Training Week", 5 days of training for pre-solo students. We also held another such mid-week intensive training in December. This year we had a Safety Site Survey day in September, and were visited by Burt Compton of the SSF as part of his effort to increase safety in clubs. I found that it focused my awareness on Safety issues just by the process of preparing for this visit. An early evening tri-tip barbecue preceded the Safety Seminar discussions, directed by Burt, which capped the event. An Annual Meeting and Banquet is held early in the year and Awards are given for a variety of accomplishments during the year.

A required Safety Seminar is held in late winter to review Safety issues prior to the coming spring and summer soaring seasons. After the end of the summer season an October Fest flying and Barbecue day is scheduled. A barbecue follows most special events on the field. Advantages of the club are the relatively accessible location, lower cost of tows, aircraft usage and instruction, camaraderie of the club community.

Disadvantages may include the fact that we primarily operate on weekends, require a considerable time involvement with member participation on the flight line, in Work Days and as Field Managers. Tow fees have been raised recently due to fuel price increases. Training with FBOs cost more but may require a shorter period for the Rating.

Unfortunately Byron is not close to reliable sources of lift. We do get Mt Diablo North and South West waves and post-frontal thermal conditions in the Spring and Fall as well as convergence at other times. As Ramy Yanetz writes in his article in this issue and has demonstrated, reliable lift is available on the Diablo range, with a 20-30 mile tow.

Uwe Kleinhempel, one of our regular Tow Pilots, prepares to give a ride to a friend on October Fest.

Just A Bunch of Gliders at Tonopah

(Jay McDaniel)

(This note from Jay about his Tonopah event filled up in just a few days after his email alert – however if you're still interested, let him know and you can get on the wait list. Ed)

I am organizing the 2007 JABOG (Just A Bunch of Gliders) event at **Tonopah** this year.

It is being planned for **21-29 July** with the agreement and consent of the local airport representative Mark Peterson. Our good friend Frank Donnelly ("Dr D") has agreed to tow us with his Callair if he can get 12 folks committed to the event. The event coincides with a National event as well as a Region 11 event but this is the best week that we could fit into Frank's busy summer schedule. To commit to the event, send a deposit check for **$150** per glider made to **Frank Donnelly** at :

220 Teague Drive, San Dimas, CA 91773

Frank needs a minimum of 12 gliders to make this event worth his time and we have agreed to limit the total to 15. Whatever number of checks that Frank has in his possession on **15 June** will determine if the event is held. Once we get 15 checks we will start a backup list in case of dropouts.

Your initial tows will come from the funds that you deposit and you will make up any difference. If the event is not held the check will be returned to you.

Oxygen and water will be available. I will collect the money for the Oxygen at $20 per fill.There will be NO tie down charges.As many of you know, the soaring conditions in Tonopah are always challenging. Be ready for "rodeo tows" and great cross country fun. Prior planning will make the event both safe and enjoyable for you and your crew. Yes, please bring your own crew.

A Cautionary Tale (Jim Conger) - Jim Conger tells about a recent landout.

I admit it, I land out a lot. In the last few years I've found myself at Lampson (twice), Esparto, Cooks, Charters, Elk Grove, Colusa County, Sierraville, Nervino, and numerous stops at Carson City. Each time I've made a safe landing, and aero retrieved back. The worst thing that happened to me was mild boredom, waiting for the tow plane. I've done it often enough, that I have a little land out kit in my plane, including tip wheels that make it easier to push the plane around, and take off unassisted.

On June 3rd 2006 I took a tow in my Mini Nimbus from Williams Soaring Center. It was a blue day, and the BLIPMAPS looked marginal, although the winds were forecast to be mild. I took a tow to Goat Mountain, and found weak lift that I worked to about 8000 feet. After about 30 minutes, I headed towards Snow Mountain, but only found zero sink. My trusty WinPilot software showed that I was at about 1000 feet over pattern altitude for a final glide to Williams, so I decided to head towards Williams, hoping to find a save along the way.

Gliding from Snow Mountain to Williams is something that Williams pilots do frequently. The air is often completely still after you leave the convergence zone, so you can fine tune your final glide settings on the way home. However, June 3rd was not one of those normal days. As soon as I left the mountains, I started watching my final glide margin go down. No wind, but continuous smooth sink. I heard other pilots on the radio experiencing the same thing. We all headed back.

About 20 miles out I realized that making Williams was iffy, but there are several alternative airports along the way. I kept losing altitude, and alternatives started vanishing. Perhaps I could cross the foothills and make it to Charters duster strip? About 15 miles out I realize that I'm going to have to go through a pass in the foothills to get to Charters, and I'm still sinking.

The sink continues. It is time to plan a landing. I detour slightly and fly towards Antelope Valley. I'm so low at this point that I can't see the runway, but the GPS tells me that it is on the other size of a small hill. I pass over the runway and make a pass over two nearby ridges, hoping for a save. Bumps, sink, but no lift. Time to land.

Antelope valley is a l500 foot grass strip with 50 feet mowed in the center. You don't realize how deep in the valley the strip is until you are low, but then the VALLEY part of the airport name becomes apparent. I put the gear down, set the flaps and then do my best to make a normal pattern while avoiding the large rocky objects

that surround the strip. I'm still hoping for some lift, but there are only small bumps.

The landing is fine, although the rollout is a bit rough. By June 3rd the ground was baked hard, with lots of cracks. I touch down past the mid point, and roll almost to the end. This positions me for an aero retrieve. I get out and try to contact the owner of the strip, but no one is home. No cell phone coverage, but I manage a radio relay with a pilot on tow. Rex Mayes agrees to fly out and tow me back.

Getting ready for the retrieve, I pull out my land out kit and attach the tip wheels. These are just roller blade wheels that attach to the tie-down points at each wing tip. With the wheels in place, I line the plane up with the center of the strip, and make an inspection of the field. There are no pot holes, but the ground is rough, and the grass is high on either side of the strip. I'm going to have to get my wing up quickly, but there is a mild headwind and I have the trusty tip wheels.

Rex shows up within 30 minutes. He looks over the field, agrees that a retrieve should work, and I hook up the tow rope to my C/G hook. The initial rollout is rough, but I manage to get the low wing up and move the flaps from negative to +10. Just about the point where the main wheel might leave the ground, the plane rotates sharply to the left. I don't have enough airspeed to have rudder effectiveness, and the C/G hook does not help re-center the ship. In about one second I'm skidding sideways on the grass at about 45 degrees to the runway. The tow hook auto-releases, and I come to rest pointing almost backwards from the direction of the runway. It happens so fast, I have to gather my thoughts before getting out of the cockpit. I feel more like a passenger than a pilot, as I had almost no control over the aircraft once it started moving sideways. Getting out, I survey for damage. Fortunately, the only problem is that I knocked the tail skid (rubber skid containing a small wheel) off the plane. Rex comes by, and gives me and the aircraft a quick inspection. We quickly agree that a ground retrieve is a really good idea, so Rex departs in the tow plane and leaves me to sort out the glider.

Jack and Rex show up a few hours later with my trailer, and we put the Mini back in the box and head back to Williams. This is my first ground retrieve, and it is a pleasure. There is no risk to the glider or the tow plane, and we arrive back home with the glider already in the box. It suddenly occurs to me that ground retrieves have a lot going for them.

So what went wrong? Probably the worst mistake was attaching the wing wheels. These work great on pavement, but provided a place to catch twigs and grass way out on the wing tip. Combined with having just 50 feet of mowed runway, and a 49 foot wingspan, I was set up for problems. I should also have aligned the glider away from the low wing, so that the wing tip drag would have tended to center the plane. However, once the grass grabbed the wing tip, the lever arm was so long that I was not going to regain control.

When I got back, Kenny Price pointed out another mistake. It turns out that Antelope Valley is crawling with rattle snakes. I did not see any, but they must have seen me tromping around the grass, pushing the glider, etc. It could have been a lot worse.

By the next week I had a new skid glued on the plane, and was back flying. However, my personal minimums for an aero retrieve have taken a big jump. Anything paved is fine, but high grass is a problem. I've started preparing my car and trailer to be ready for a ground retrieve, so that is a more attractive option. I also tossed those removable tip wheels.

I'm almost glad I had this experience without any real damage, to remind me how quickly things get out of control. When in doubt, opt for the ground retrieve.

Just 3281 Feet….

Dale Roberts went to Thermal Camp this past summer: His photos and his story:

…….I intended to spend the Air Sailing Thermal Camp relaxing in the mountains and making leisurely flights over spectacular scenery. I soon learned that the camp's instructional staff had laid out ambitious goals for the week. Students were challenged to overcome SSA badge hurdles. An audit of my logbook revealed that I already had qualified for A and B badges, and I just needed one no altimeter landing to achieve the C. The Silver Badge altitude goal also seemed within easy reach given the excellent soaring conditions at Air Sailing.

On the second day of camp, Richard, one of my fellow students, helped me 'load up' the trusty Northern

California Soaring Association's Repogle barograph (SN 224) and I launched skyward in Nevada Soaring Association's SGS 2-33 in a quest for the Silver Badge 3281-foot altitude gain. The flight was a success! An altitude gain of 3700 feet was recorded and I set about to complete the required paperwork for the SSA 'Badge Lady' in Hobbs. There was one small problem: the venerable Repogle hadn't been calibrated in a couple of years.

My salvation was an accommodation in the rules for those in this unfortunate situation. If the barograph is calibrated within 30 days of the flight, all is good. It took me about a week to get the barograph shipped to a calibration service in Nevada which assured me by phone that it would only take a 'few days'. Well, it managed to take the calibration service a few months. The instrument technician had 'gotten busy flying' and put Repogle # 224 aside. My flight in the 2-33 would not count. I had not told the service that I needed the calibration for badge verification and that was a mistake on my

part. I messed up-when they told me it would only take a few days. I believed them. I wasn't particularly unhappy about the invalidation of my first attempt. Now I had a good excuse to go back to Air Sailing.

With Repogle #224 in my trunk, I drove up Interstate 80 to Air Sailing with Kate, my girlfriend, who knew the calibration saga and was anxious to witness my triumph over adversity. At Air Sailing I discussed my plans with Bob, one of the local pilots and he agreed to be the official observer for another attempt at 3281. I loaded up Kate and the CALIBRATED Repogle and towed out into the dry Nevada air. We had a great day of local soaring cruising over the Warm Springs Valley and thermaling 'Red Rocks' and the 'Dogskins'. At the end of the day I presented my barogram to Bob with the satisfaction that I'd finally officially exceeded 3281 feet. The barogram trace all looked good and Bob was about to sign my application when one of the other pilots reminded Bob that passengers are not allowed on badge flights. Since Kate was with me, my flight was invalid. I thought, NO PROBLEM, I'll just do it tomorrow without Kate. The following day the atmosphere didn't cooperate. Thermals were weak and illusive. After two launches, I capitulated.

Dale assisting on Check Ride day

It is now November, and good soaring days are difficult to come by. I've achieved zero altitude gain on all of my recent flights at Byron. That simple 3128 foot altitude gain is proving to be pretty elusive. At least I'll have something to shoot for next year.

-Dale Roberts

15 Minutes to Kill (JJ Sinclair)

This is another of JJ's stories from his Air Force past – not soaring related directly but still a really good read – hope you like it….Ed.

…..The accident would never have happened if we weren't fifteen minutes early. I knew it from mission planning, but I figured the NAVY would probably let us in early. I checked in with Range Control and they said "no way Jose, someone else is on the range." So now we have fifteen minutes to kill. We killed it all right and damned near killed ourselves in the process!

We were flying a *Two Ship* formation out of Mountain Home AFB and I was the guy in the right seat. The Air Force called us Weapons System Officers, the pilots called us WSO's or GIB's but I always liked to think of myself as the Bomb-Aimer. The plan for the day was to take two student WSO's down to Fallon NAS and show them the ECM range (Electronic Counter Measures). The Navy had a bunch of equipment that would simulate the electronic threat and we would do our best to fly across the range and not get shot down (simulated shoot down of course). What we did was always the same, we flew lower and faster. In the F-111 F that meant light the burner and select 200 foot Hard Ride. We had three

options for the *Ride*, Soft, Medium and Hard. Soft was fun, Medium was worrisome and Hard was down right terrifying. I would swear the rocks were going to come in the cockpit before the computer *pulled* and we cleared the obstacle by the selected 200 feet.

"Accelerate away and I'll drop back," I heard my pilot say to the leader of our two ship formation. The plan was for me to *lock him up* on radar and shoot him down with a missile (simulated of course). So that was the configuration of the two ships, Lead was in minimum burner, pulling away. We were in idle and dropping back. Now I don't know much about this *air to air* business, I'm a Bomb-Aimer, so I got in the scope and *locked him up* before he got away.

I'm flying with an instructor pilot. My regular pilot and I are *students* going through the F-111 training course located at Mountain Home AFB, Idaho. In my twenty years in the Air Force, I had *transitioned* to new equipment many times; B-29, and now the F-111 F. I loved the airplane. The radar was on a par with the B-52H equipment, not that Mickey Mouse radar somebody stuck in the RF-4C. It had offset aiming, tracking cross hairs and a 10 inch radar scope. The resolution was phenomenal, I could count the fence posts on the perimeter fence around our local bombing range. The transition program was well thought out and the best I'd seen. First of all we were allowed to pick our own crew. I chose a gnarly looking Major who just finished a tour in Vietnam flying F-100's out of Phu Cat. I was a Major also coming off a tour flying GIB (guy in back) of an RF-4C out of Ton San Nute. The Air Force knew that the 111 crews must have confidence in each other and confidence in the equipment if they were ever going to take this thing down in the weeds at night on Terrain Following Radar (TFR). The program called for the instructor and student pilot to fly a day TFR mission followed by instructor and student navigator flying the same route. Then the two students flew the route together. Next the instructor and student pilot flew a night TFR mission, followed by instructor and student navigator flying the same thing. Finally the two students flew together on a low attitude route at night, on terrain following radar.

I remember on one flight, I came out from under the radar hood and saw that we were inverted. Didn't think anything about it as that kind of thing happens all the time. I didn't particularly appreciate it because I was trying to do some serious work with the radar, but after logging 1000 hours in fighters, I had come to expect it. They really can't help it. It's in the fighter pilot genes. My regular pilot would roll the ship on low level missions. It would happen like this. At the start of a terrain following mission we would deliberately fail one of the radar altimeters to check for the three *G* climb that should be automatically commanded if a radar altimeter failed. The nose would come up thirty degrees, Dirty Jack would disengage the TFR, roll the ship inverted, pull the nose back to the horizon and then roll upright again. He would say something like "this way we don't have to pull negative G's to get the nose back down." That was so much fun he would do it again to check the other radar altimeter. I almost got to the point where I was comfortable seeing the rocks up there where the sky was supposed to be.

OK, lets see if we can stay on the subject for a while. On this flight, I'm flying with an instructor pilot and we are east bound on the edge of the Great Carson Sink, 16,000 feet at about 250 knots and slowing down. Navy Fallon won't let us onto the ECM range early so we are screwing around for 15 minutes. The ship is inverted and continues rolling to the right and the nose starts to drop. I looked at my instructor, his lips were tight and his eyes were wide. I knew then that we were not performing an intentional maneuver. The Air Force calls this a *post stall gyration*, but it looked like a full blown *spin* to me. The problem is the 111 doesn't always want to stop *gyrating*, when asked to do so. Stick full forward and centered, rudder neutral and roll augmentation off. That's what the check list said and that's what we were

doing. The altimeter was spinning like a top. Nothing was changing, I was looking at a clump of sage brush and it was spinning around. I hollered HAVE YOU GOT IT? My instructor replied YES, STAY WITH ME! I was get'n *nervous* in the service*! The book said to eject at 16,000 feet when under spin or dive conditions. All this started at 16 and we were now rapidly approaching 12. 1 decided to pull the handle at 12. 1 reached for my ejection handle and said again, DO YOU HAVE IT? My instructor replied, NO - GET OUT. Now "get out" is not grammatically correct, we are in a capsule and when one "gets out," we both "gets out."

I squeezed and pulled my handle. I had been through this drill before and I knew what was going to happen. I was stiff as a board, back straight. helmet back in the head rest, legs back and head and eyes straight forward. NOTHING HAPPENED My instructor bent over and looked at my raised handle and at the same time he pulled his handle. Just then it fired I remembered later, the book said it would take a second or so to fire the squib all the way around the capsule before the rocket would fire. My instructor got a back injury because he was bent over when the rocket fired. I felt the chute deploy and then we were hanging in our straps looking straight down. I saw the ship disappear directly below us, trailing red flame from the center of the fuselage.

A few seconds later the system sequenced and we found ourselves straight and level hanging under the chute. It was kind'a erie, there we were in a two place cockpit (the capsule) with stick, rudder, throttles and a whole bunch of instruments and nothing worked but the altimeter. I had seen the ship disappear directly below us and wondered how close it might be to our touch down point. When I ejected from the F-4 I had to climb the rear

risers to pull the chute away from the fireball. The impact was close, but the fire had subsided by the time we landed. We hit on the side of a gully and the capsule rolled upside down. The ground impact was gentle because the air bag cushion had deployed under the capsule.

We were now hanging upside down, so I released my harness and slid to the top of the capsule. My pilot was moaning from his back injury and without thinking, I released his harness and he crashed to the ceiling. There was a solid wall of dirt on his side, but I was able to open my hatch and climb out. Just then our flight leader came by at a thousand feet. He had been unable to contact us on the radio, saw the smoke and feared the worse. I waved, he rocked his wings. I got the emergency radio out and gave him a call. While waiting for the chopper from Fallon, I walked over and looked at the wreckage.

Another big *smoking hole in the ground* with two engines in it. I started thinking "maybe this is not the best occupation for you JJ."

JJ Sinclair
Black Ace, Victory #2

Silverado Soaring has added a DG 505 to the fleet.

This high performance 2 place glider is a great addition to our 2 Grob 103s.

- Enjoy a generous, reserved scheduling allowance.
- No hourly use charges.
- Access to club gliders for cross-country flights.
- Silverado has member flight instructors.
- Gliders based at various locations, giving variety to your flying and taking advantage of glider ports seasonal conditions.

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

A Safety Note From JJ

Uvalde, Texas, August 4, 1986 (15 meter National Championships)

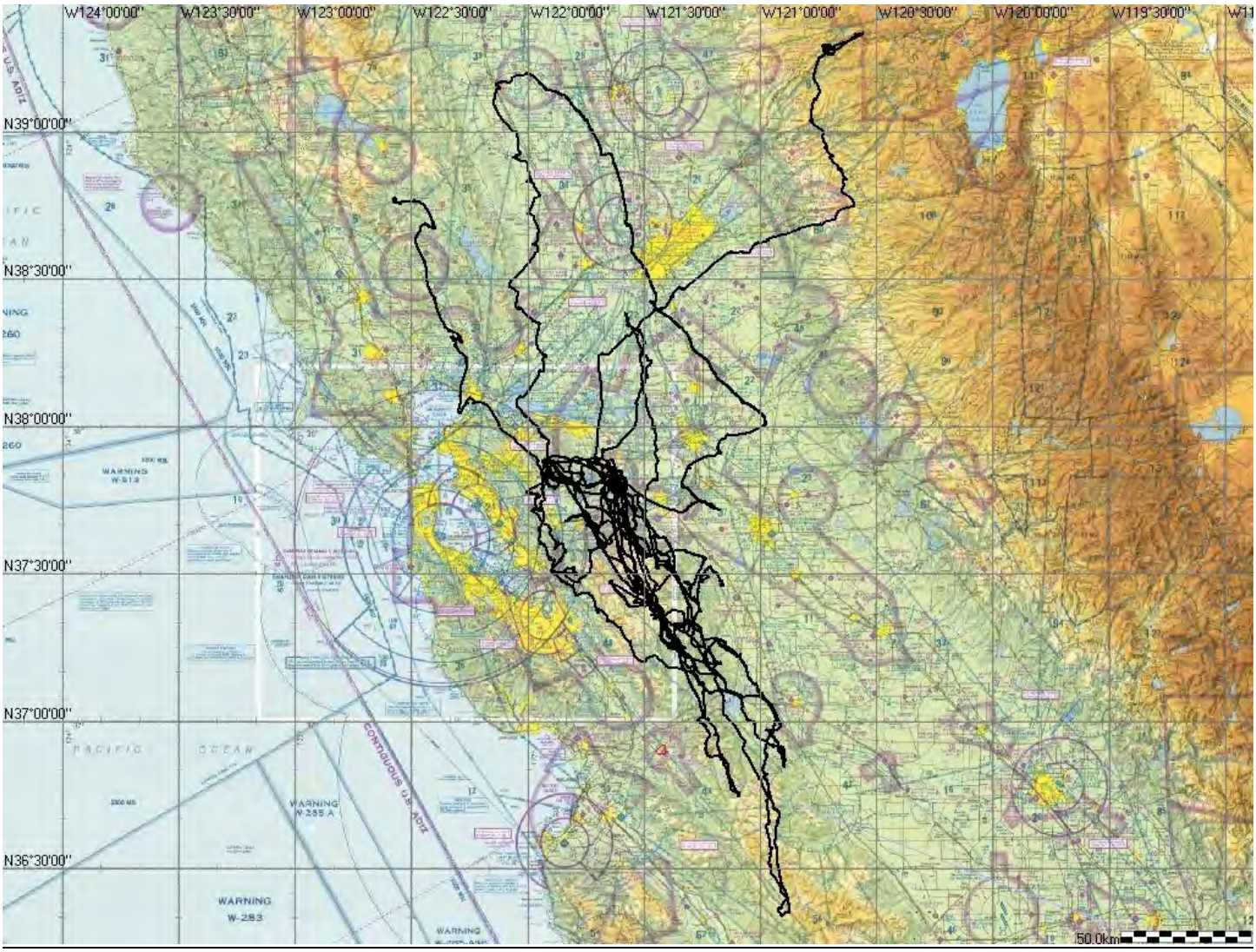
ASW-20 crossed the finish line at 50 feet and 85 knots, then started a climbing turn to position himself on down-wind. Pilot sees another ship in the pattern and turns away to avoid a conflict…..Let's stop the action for a moment and discuss some things. This pilot may have been suffering from the affects of dehydration, but his senses were working well enough to find the airport (per GPS) and make his high speed, low altitude pass through the finish gate. He responded to the "Good Finish" from the gate. He should have been able to complete the flight and make a safe landing. Why didn't he? Resume action.....Pilot leaves airport boundries and crashes in a housing area about 2 blocks north of the airport. He struck power lines and then hit a pick up truck squarely in the drivers door. The door collapsed inward absorbing a lot of energy. The whole truck then moved sideways until the wheels hit the curb, breaking both axles. The pilot received serious injuries to his feet and legs, but made a full recovery. I believe he owes his life to the great big shock absorber he ran into (truck).

Let's discuss dehydration a bit. I know a pilot that crashed, severely dehydrated, at 4PM and he doesn't remember anything after breakfast. What does that mean? It means he functioned all day long, right up to the accident. He took off, towed, thermaled and flew some 60 miles cross country to make his rendezvous with destiny. What does all this have to do with anything? Just this; A dehydrated mind is still functioning and can perform simple, well rehearsed, tasks. It's the unexpected that gets you, like a conflict in the pattern.

Had the GPS Finish Cylinder been available, would the outcome of this accident been any different? The pilot was functioning well enough to find the airport and he had a plan. It was to finish and pull-up. Had the finish cylinder been in use, his plan would have been to finish (1 mile) and land. Doc Cannon (NT) will tell you the simple act of pulling up is enough to shut down a dehydrated mind. I know, some still make a hard pull-up at the 1 mile mark. I don't, because it is no longer necessary. I am most likely to make a gentle pull-up and then just allow any excess speed to bleed off as I fly the remaining mile to the airport.

JJ Sinclair

Cross-country flying out of Byron – by Ramy Yanetz



It is little known that Byron can have good Cross Country potential. During springtime, it has similar potential to other northern California glider ports. The central valley provides safe and easy XC soaring, with plenty of airports and landout fields. The Diablo Range to the south provides excellent shear line (convergence) soaring year around. Even during the winter, it is possible to fly XC in postfrontal conditions.

There are two types of soaring flights from Byron. In postfrontal conditions (typically from March to May) the lift is accessible from local low tow and marked with 4000-6000ft cloud bases, providing XC routes to any direction along and across the central valley, following the cloud streets. On other days, there may be marginal or no lift at Byron, but excellent soaring conditions south along the Diablo range, accessible from 20-30 miles tow, similar to Williams mountain tow. Those long tows are not as bad as it sounds; a 25 miles tow at 80 knots takes around 15 minutes (30 minutes round trip for the tow plane) still affordable at Byron tow rates.

Releasing over the north end of the Diablo Range at 6000-7000ft provides access to the convergence area over the San Antonio valley, which is roughly in the middle of the range over the highest ground, about half way between Mt Hamilton and Mt Oso. The lift typically goes to 8000ft, occasionally 10,000 ft, providing easy glide back to Byron. Even if the lift is not working (rarely) it is still possible to glide back to Byron in a typical high performance glider or to land at Tracy half way to Byron for an easy aero retrieve. It is also possible to land in the mountains in the San Antonio valley fields for a ground retrieve. Transponders are highly encouraged in this area due to the airline traffic descending into the Bay Area at the same altitudes.

It is possible to fly 300-500km flights during the spring and occasionally the fall season, mainly south along the Diablo range. To the north, Mt Diablo can provide good lift but further north the delta usually provides no lift so crossing the delta can be tricky but possible in unstable postfrontal conditions when the clouds mark the lift.

Ramy exploring landable fields.

In 2 years of flying at Byron during winter and spring time I had flights to the north as far as Williams and Crazy Creek, to the NE as far as Blue Canyon and to the south as far as Panoche and Hernandez area. In most of the flights I made it back to Byron.

Here are some statistics from the last 2 seasons:

- Total distance 2750 km in 12 XC flights averaging 230km per flight
- Two 400km flights
- Typical altitude 5000-9000 ft
- 60% from local tows
- 2 unplanned landouts (one in an airport, one in a field)
-

In addition to the thermal XC potential at Byron, Mt Diablo, only 15 miles to the NW, can provide excellent wave in pre frontal days with strong SW wind, as well as off shore days with strong NE winds. Typical altitude is 10000-16000 ft, and it is possible to fly XC along the wave.

Tips for flying XC out of Byron:

- If there is no good local lift at Byron or the nearby hills to at least 4000 ft, take a 20-30 miles tow to the Diablo range and release above 6000 ft as soon as you hit good lift near one of the recommended release points (Rel1-4 in the database).
- Go south along the Diablo range unless it is an unstable day with clouds over the valley.
- Often the strong convergence over the highest terrain is marked with high base cu's and persists all day.
- Stay in the middle of the range if you are at 7000-8000ft or above, when lower move towards the east side (unless there are clouds on the west side).
- Even down below 4000 ft there is often good lift over the foothills to the east and between the Hwy and the hills till late in the day.
- Plenty of places to land in the valley on the east side, airstrip every 10 miles or so and plenty of fields.
- Crossing the Pacheco pass can be tricky. Unless the clouds indicate otherwise, stay on the east side away from the sea breeze.

Suggested Tasks (use the Hollister waypoint database):

- Silver Badge straight out: Byron to Patterson (56km)
- Silver Badge O&R: Byron to Diablo Grande (10km w of Patterson in the hills) and return to Byron
- Byron – Pacheco pass – Byron: 100 miles

- Straight Out to Avenal: 240km
- Gold Badge: Byron/Rel3 – San Benito Mtn (EL4) – Byron: 230 miles (300Km gold distance)
- Diamond Badge: Byron – Hwy41 (South of Avenal) – Byron: 324 miles (500km diamond distance)
- Straight Out Gold Distance: Byron/Rel3 to Taft or New Cuyama : (300km gold distance)

- Byron – New Cuyama – Byron: 450 Miles (700km)

Landable airports:

- SE of Byron: Livermore, Meadowlark, Tracy, New Jerusalem, Patterson, Crows Landing, Gustine, Los Banos, Panoche.
- SW of Byron : Reid Hillview, South County and Hollister.
- North of Byron: Rio Vista, Nut Tree and multiple strips between Vacaville and Williams

Ramy returning to Byron

Transponder Installation (P.Deane)

In order to help reduce the perceived difficulty of installing one of these things I thought I'd document my own efforts and learnings for folks to see.

A few notes, mainly pictures of the transponder installation I made over the holiday period this winter. As you may know, the instrument panel on a LS8 isn't exactly large and so fitting the extra instrument meant also replacing my altimeter and winter vario with 2 1/4 " instruments, substantially raising the cost of the exercise (by about $1000). I purchased a Becker 4401 175W transponder and a ACK 30,000' encoder, and I bought the pre-made wiring harness for the ACK encoder. Well worth the money. part from the challenge of squeezing the instruments into a small panel, there was also the issue of where to place the antenna. I didn't fancy putting it in the rear of the fuselage with coax threaded around the control mechanisms, and behind my head next to my

ELT antenna didn't seem like a sensible option either, so I mounted it A in the nose, with the antenna poking up through a small hole in the top panel cover (not attached to it for safety of egress). In the LS8, the panel cover is attached to the canopy itself so it was possible to make a mount for it and attach it to the instrument panel frame tubing. (see pictures). I had some fun correspondence with JJ Sinclair with regard to the positioning of the antenna – the concern we had was RF energy exposure to various parts of the pilots anatomy – I was worried about exposure of my brain, while JJ was rather more concerned with exposure to what he coyly referred to as his 'family jewels', although at his mature phase in life with 4 kids and 10 grandkids I was puzzled why concern for future fertility would be a significant issue. Perhaps it's just an Air Force thing.

Anyhow, I was prompted to do some research and 'back of a napkin' calculations on the RF exposure with an antenna mounted in the nose – particularly with respect to JJ's concern – here's the email I sent him. Cutting to the chase, I figured I was OK from fertility and cooked brain perspectives with the antenna in the nose. I present these notes with some trepidation as the left brain, anal retentive, more knowledgeable engineering types among you might be tempted to take exception to some of the approximations and assumptions I used, but they seem reasonably sensible to me and I was only interested in an 'order of magnitude' estimate. So caveats stated, read on….

"All the major supplies are routed and fused separately with 3A slow blow (except the encoder which is driven and fused by the transponder separately) to each instrument (GPS, SN10, Dittel radio and Becker transponder), as are the ground lines into a common terminal block- incidentally I was able to use this terminal block to remove some of the 123.5 noise from the gps going into the radio - the block enabled me to keep the radio and gps ground lines separated by a few inches and this was enough to reduce the noise in to the radio to acceptable levels - a good trick to remember . I did some research on the antenna position - heres the very rough analysis I did to see what kind of risk and RF absorption we would have with a transponder – it was quite an interesting exercise and I learned some basic stuff about cellphones, safe RF absorption and our transponders.

Panel Before

and…….

Panel After

I have 2 options for the transponder antenna – on top of the panel cover and on my ELT antenna ground plane right behind my head. I don't like the latter so I did some calculations on the panel cover method – lets call these the 'family jewels' calculations! If I mount the antenna as far forward as I can its about 2 ft from my feet and 4 ft from my head so I'm using an average antenna-body distance of 3ft. This is also the 'family jewels' distance. These antennas are roughly omni-directional so they radiate like a point source to a rough approximation. The total power (175W in this case) will be distributed uniformly over a sphere and the power per unit area where the pilot sits is the (total power)/(sphere surface area)

*So we have 175W/(4*pi*r^2) which for r=3ft is approximately 175/113 which is about 1.5W/sq ft. If we say the pilots area facing the antenna is about 12 sq ft then the power absorbed is about 18W (1/10 the total emitted power) BUT this only applies if the transmitter is on all the time – if the duty cycle is about 1/10th as a worst case average (very busy conditions) then the absorbed power is actually 18W/10 = 1.8W.*

So now we know roughly how much power is absorbed by the pilot. Note the RF energy absorbed by the pilot's jewels is directly proportional to their size.

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.

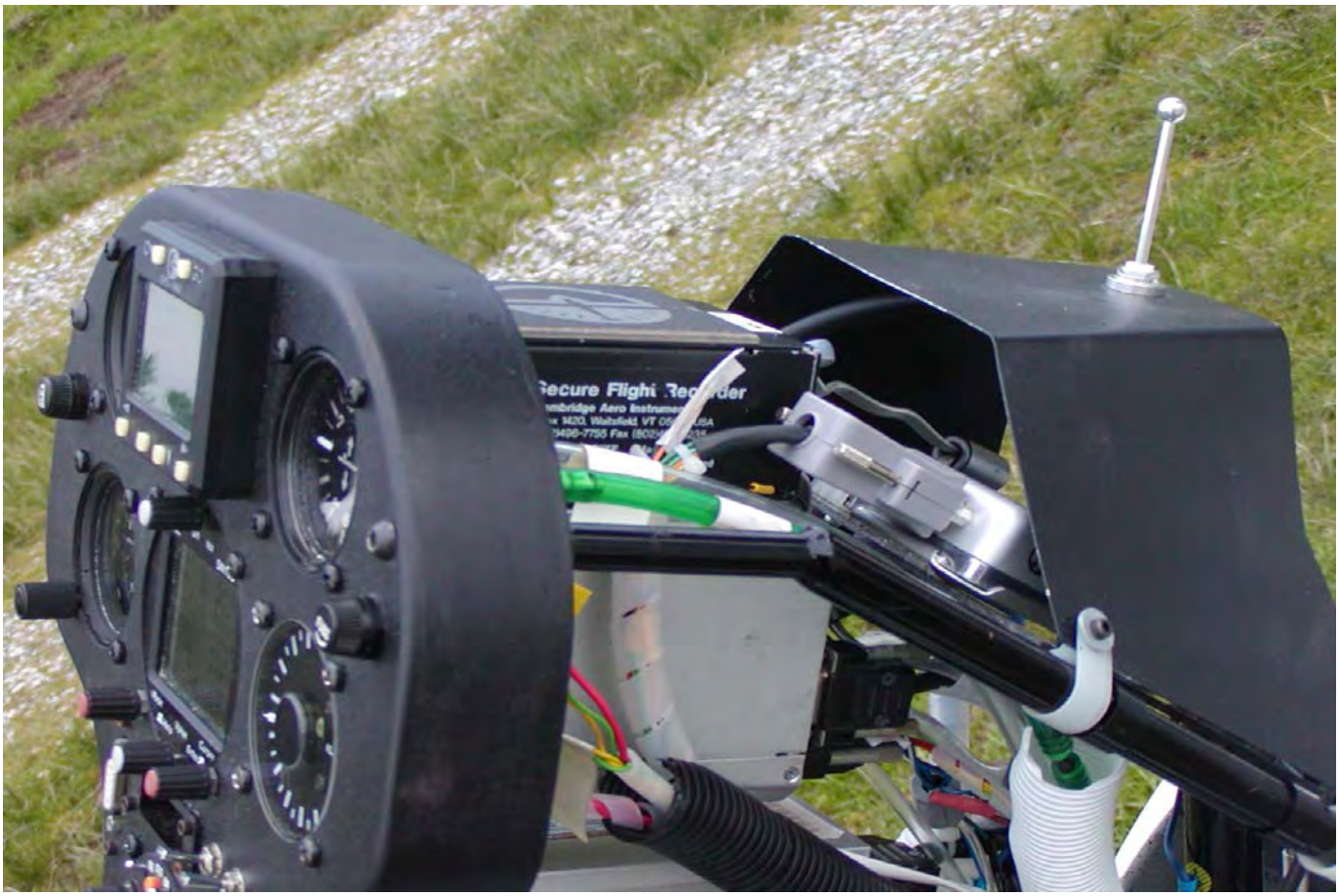
PASCO recommends that gliders operating cross country, within 50 NM of Reno-Tahoe Airport, install and use a Mode C altitude encoding transponder.

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.

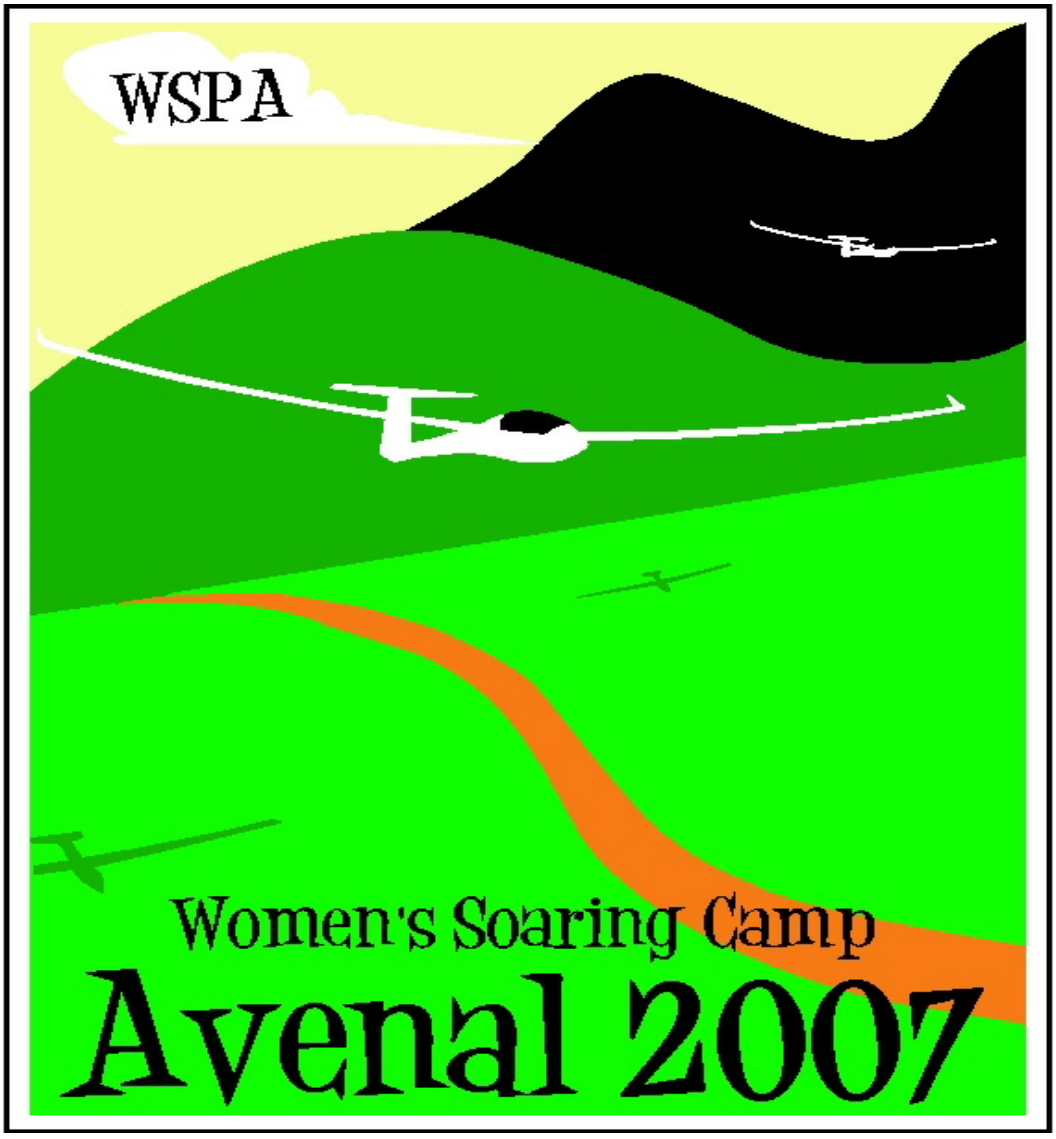
Let's take a very quick look at cellphones. The FCC puts a safety limit on cell phones of 1.6W/Kg absorption. But remember this is blasting directly next to the head and a full 50% of transmit power is absorbed because it is so close. Assuming 50% duty cycle (most conversations) and a transmit power of only 0.5W, then we get 0.5/4 = 0.125W absorbed in the head which probably weighs about 7kg (?) so we get approx 0.025W/kg which is pretty small. However the tissue close to the transmitter gets a much higher power density than this. So let's say it soaks up 0.2W/kg near the phone itself. (Scientific Wild Ass Guess…) Going back to the pilot if we say he's 90kg then we get 18W/90kg= 0.2W/kg and a fairly uniform exposure because he's some distance away from the transmitter. This is pretty close to cell phone absorption density. Another couple of points – Microwave ovens work at 2.45GHz because that's where the resonant frequency of water molecules is. Cell phones work at 0.8-1.7GHz which is significantly lower than this. The transponder transmits on 1.090GHz which is in the cell phone band so it seems valid to a first approximation to use cell phone body absorption limits. So my 'back of a napkin' analysis shows basically the canopy cover mounted transponder antenna looks like a cell phone as far as your family jewels are concerned. Not only that, but the instruments themselves shield a good portion of the radiation from the torso area, reducing exposure further. The part that will get some exposure is your feet - again about 2 feet away from the antenna

If I put the antenna behind my head on the parcel shelf, the power absorption in my head would be much higher and not very safe."

The installation of the antenna was done on a custom made ground plane created to elevate the antenna and clear the encoder mounted underneath. (16 gauge aluminum) One option I might explore with this setup is to invert the antenna so that it radiates preferentially downward – but I didn't have a problem with an upright antenna in my old ASW20 so I'll leave it as-is for now. So – there it is – hope it helps someone – if you think of a better way of doing it, let me know!



Panel and frame showing ground plane mounting for the stub antenna



Join Us at Avenal, CA for the 2007 Women's Soaring Camp. (June 18th thru June 22nd)

The camp will include daily seminars on beginner and advanced soaring topics, evening movies about gliding from around the world and an opportunity to meet women who fly gliders from around the US and the world.

www.womensoaring.org

For more information, contact:

Kathleen Morse email: kathleen.morse@sbcglobal.net

Neita Montague email: neitalibelle@aol.com

Central California Soaring Club website: www.soaravenal.com

Air Sailing Gliderport – An overview of the property and their neighbors,

By Ty White

When Air Sailing was founded more than 30 years ago, the remoteness of the site and the undeveloped rural character of the surrounding area made relations with the neighbors pretty easy…….there really weren't any close by. Over the past 10 years, however, and especially in the last 5 years, development of our valley has accelerated, including the land immediately adjacent to the gliderport. Even bigger changes are possibly in the plans for the future. We are working hard to stay engaged with the planning process for Washoe County, and we'll provide updates on this as we know more, but in this article I want to focus on more immediate concerns.

It is important for Air Sailing members, particularly those of you who are active users of the gliderport, to have a good understanding of the Air Sailing property, how our property adjoins that of our neighbors and the facts regarding road access to the gliderport. Here I'll speak to these issues using land use imagery taken from the Washoe County Geographic Information Systems website (www.co.washoe.nv.us/gis/).

Figure 1 is a SPOT satellite image taken in the summer of 2005, showing a good overview of the Air Sailing area, with all access roads and major features of the site marked. Incidentally, this photo looks to have been taken near noon on a camp or contest day, since higher magnification reveals gliders lined up on the runway with one towplane ready to start up on the pavement, and the second still on the pad.

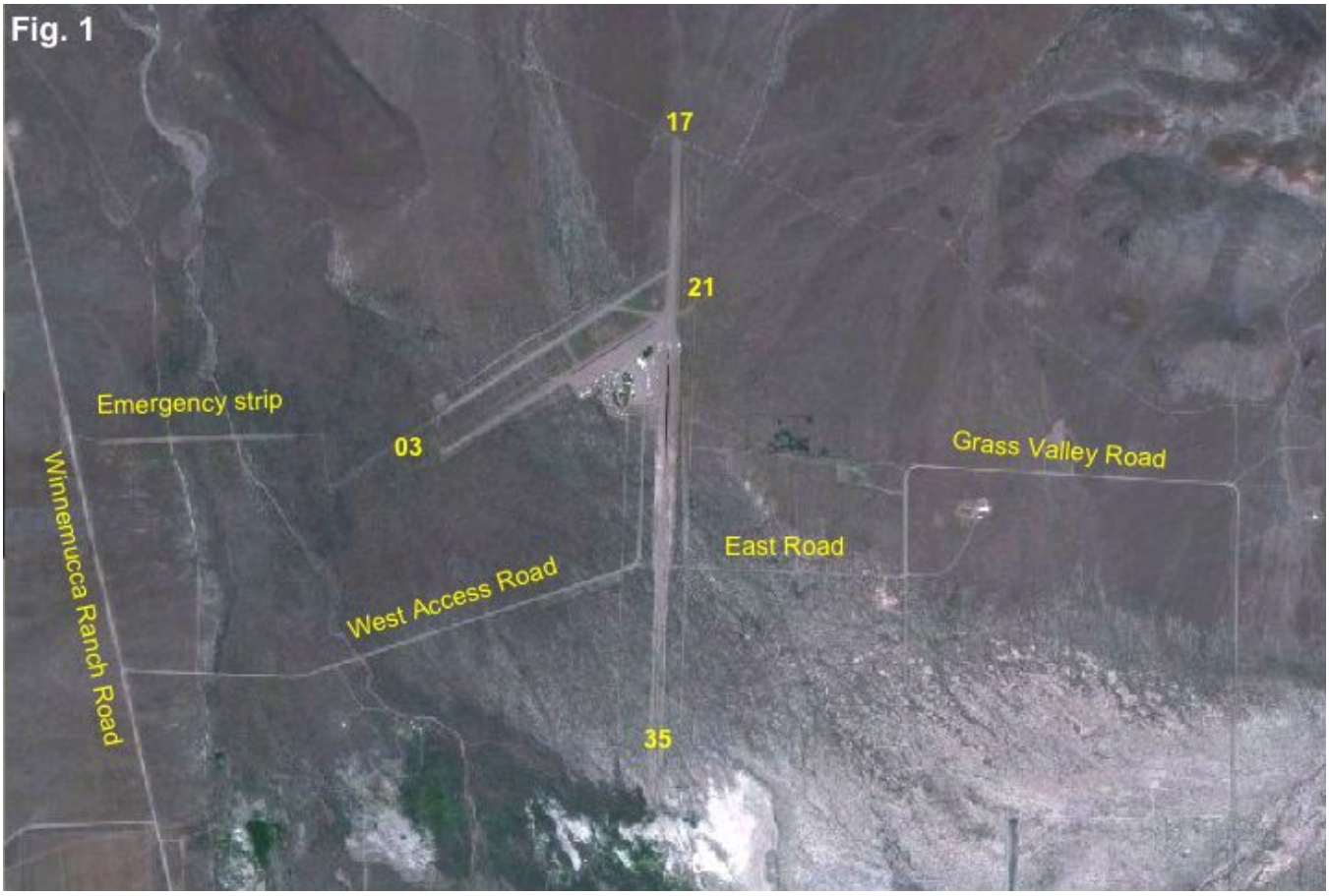
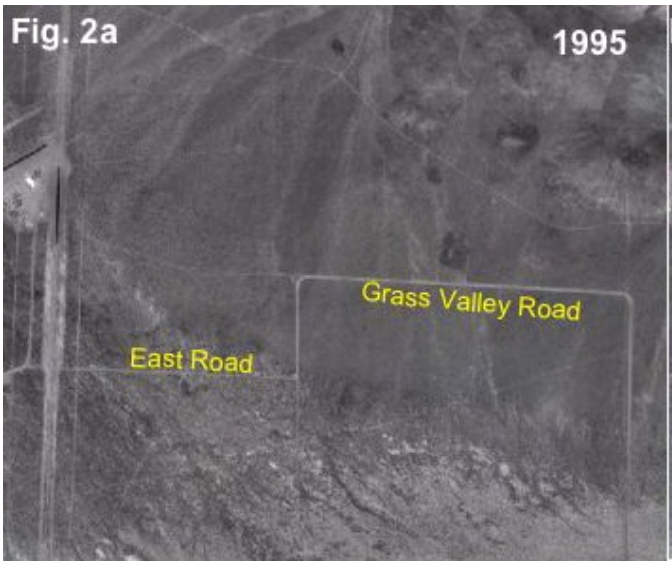


Figure 2 illustrates the development of the properties next door to Air Sailing in the last 10 years, comparing a 1995 aerial photograph of the private land east of the gliderport with a satellite image taken in 2005. The lengthened pavement on runway 17/35 can clearly be seen, along with 3 new homes on Grass Valley Road that have been built in the past 5 years. We now have permanent neighbors living in houses almost as close as one can get to the gliderport property. Our flight operations need to be conducted with a view to safety first, but when possible we should take into account the fact that homeowners are now living just to the east and plan any low-level, powered departures accordingly.



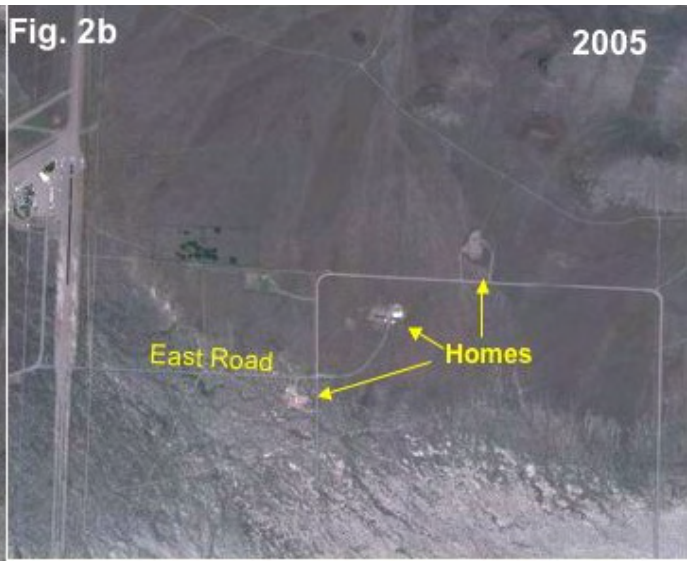
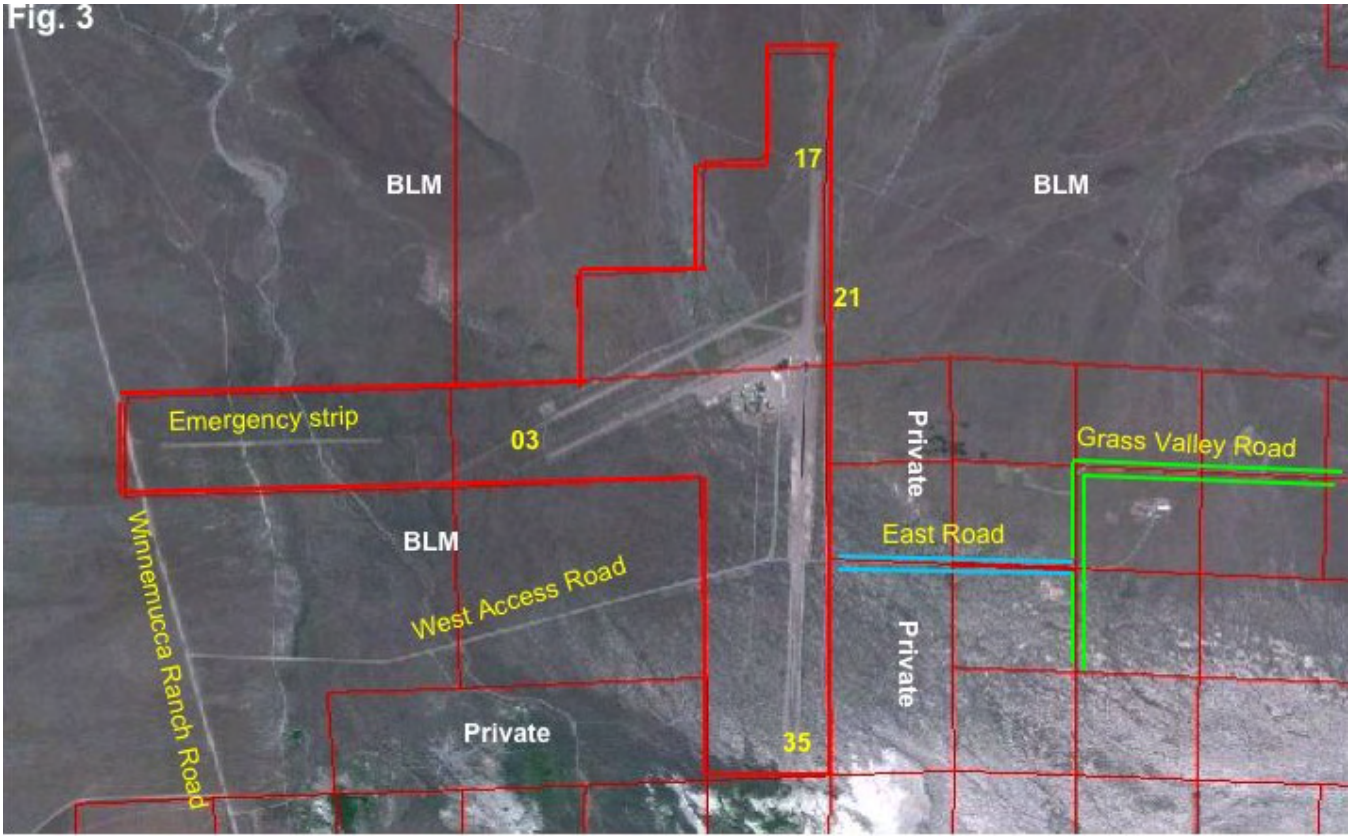


Figure 3 is again an overview of the Air Sailing area, but in this image the boundaries between land parcels are denoted in red. The Air Sailing property is comprised of three separate parcels totaling 480 acres, outlined in heavy red. This property was patented from the Bureau of Land Management (BLM) in 1994, giving Air Sailing, Inc. title to the three parcels on which the gliderport sits.



Air Sailing is bordered by BLM (public) land in roughly three quadrants. We are bordered by private land to the south and southeast as shown in the figure. One important point regarding road access is that the West Access Road extending from Winnemucca Ranch Road is mostly on BLM land. We don't own the land crossed by this our main access road, but have received a formal right-of-way from the BLM for the road. The west road crosses an apparently important habitat for an endangered butterfly (The Carson Wandering Skipper), and also crosses an area of sensitive archaeological interest. We the have legal right to use the west access route, but we have to step lightly in our road maintenance in certain sections. Of interest is the fact that we DO have direct access to Winnemucca Ranch Road where the Air Sailing parcel containing the Emergency Strip crosses this public road. The West Access Road is the approved route to Air Sailing in that

it involves use of public roads and a legal right-of-way to the gliderport.

Also shown in Figure 3 is the traditional, alternative east access to Air Sailing, comprised of an East Road (outlined in blue), which intersects Grass Valley Road (outlined in green). These roads all follow property lines, but there is a very important difference between the East Road and Grass Valley Road in that one is on private property and the other is considered a public road.

Intersecting Pyramid Highway and winding westerly to near the gliderport as depicted is Grass Valley Road. This road is maintained by the Palomino Valley General Improvement District and is paid for by the private landowners whose property has direct access to Grass Valley Road. Air Sailing property has no direct, formal access to Grass Valley Road, so Air Sailing, Inc. is not assessed and we do not pay for maintenance to this "public" road. The fact that we don't pay anything for road maintenance to Grass Valley Road can be a source of irritation to our neighbors if it is heavily used by gliderport traffic.

Our access to Grass Valley Road is by way of the East Road, which runs long the property lines of private parcels under four separate ownerships as denoted by P1 – P4 in the figure. The East Road is controlled by the owners of parcels P1 and P2. This road is comprised of 2 sections. Intersecting Grass Valley road is a section of the East Road that is actually a titled right-of-way to parcels P1 and P2. Since these parcels have no direct access to Grass Valley Road, the landowers in their titles were granted the strip of land running between P3 and P4 that carries a private road from the P1 and P2 parcels to Grass Valley Road. This is a private road, and Air Sailing, Inc. has not been granted an easement to make use of this road for access to the gliderport. The portion of the East Road that leads directly from Air Sailing property is another section of strictly private road that runs along the property line between the P1 and P2 parcels. Again, Air Sailing has not received any formal easement to use the East Road from both landowners for P1 and P2. To be absolutely clear, the East Road between Air Sailing and Grass Valley Road crosses private property.

I've gone into some detail regarding our property and how it relates to our neighbors and the roads we use to get to the gliderport, because I think all active gliderport

users should be aware of how we impact our neighbors, both on the ground and in the air. We need to be sensitive to our neighbors, while also clear on our own rights as landowners and operators of an airport. Many of the landowners of neighboring parcels spoke up in support of Air Sailing in the hearings conducted regarding our Special Use Permit. These folks understand our very limited development plans and know that for as long as the gliderport exists our 480 acres will not be developed for any kind of high-density use that they don't particularly want to see in their backyards.

In future articles we'll outline how we are involved in the County planning process, and what we know regarding bigger plans afoot in the surrounding valleys.

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!!

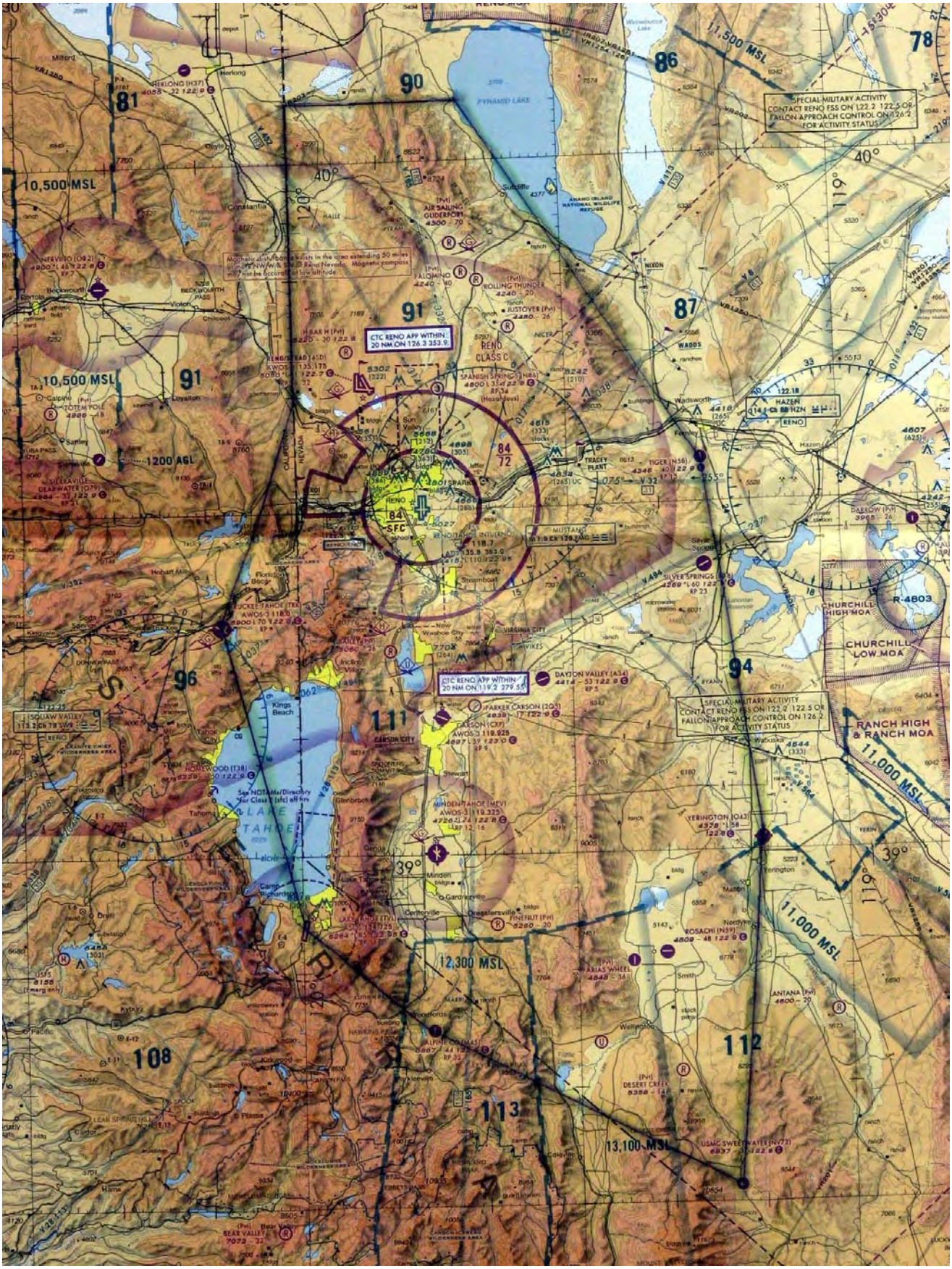
See OLC: www.onlinecontest.org

Also see www.abqsoaring.org/misc_files/USA-OLCTutorial.pdf

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)

Initial proposal for a Glider Alert Area around Reno (a work in progress by our PASCO airspace team



Pacific Soaring Council

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

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

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

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

PASCO
Pacific Soaring Council
41600 Marigold Drive
Fremont, CA 94539