June 2007

e-WESTWIND

Drew Pearce in Discus 2b 'VN'

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CALENDAR DATES

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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 – Promoting the Sport…

This issue of WestWind is focused on updating the membership on our ongoing PASCO activities – the board of directors has expanded the byelaws (actually proposed several years ago but recently becoming official) to include activities designed to help grow and promote the sport in the region as well as service the folks already in our community. I've included the latest Byelaws for folks to review, and also the results of our recent PASCO strategic meeting (email invite was extended to the full membership) – the notes are in 'slide' format and summarize the wide-ranging discussions we had. Needless to say, we need more of these brainstorming sessions.

With promotion in mind, I recently had the chance to put 2T in a static display at the Half Moon Bay 'Dream Machines' airshow at Half Moon Bay airport not too far from where I live – It was an easy thing for me to do and as I'm local I managed ot get a prime spot near the warbirds. Thanks to Drew Pearce, Eric Rupp, Joel Klein and David Anisman for showing up and helping out.

2T generated a lot of interest - I did a lot of talking and selling on behalf of soaring - mostly to direct seriously interested folk to the most appropriate/nearest soaring site for their location and needs.

Since it was a Bay Area show, most promotion was done for Williams, Hollister and Byron, with about 1/3 inquiries for seasonal interest at Truckee and Minden.

Simple PASCO flyers disappeared like hot-cakes - a handout of web site links to all our regional sites and clubs through the PASCO website - I shifted about 50 of these personally - and only to folks who were obviously seriously interested. I'm pretty sure I talked about 4 people into actually doing something about learning to fly gliders.

The static sailplane display generated some serious 'cool factor', strategically placed next to the warbirds (Yaks, Mustangs etc. Lots of very positive comments and considerable interest from the passers by; largely I think as there was someone to talk to about the glider and also because most folks understand that gliding running costs are inherently cheaper than powered aircraft, and they are universally attracted to the idea of soaring like a bird, without a motor. .

From a demographics perspective, most interest was from power pilots looking to convert, and modeling folks thinking about trying the real thing. Some people had taken 3 or 4 rides in gliders and still hadn't taken the plunge. (I worked hard on them in particular – talk about low hanging fruit...!) The biggest crowd gathered while we put 2T back in the box. An amazing amount of curiosity - getting excitable young boys to help out by passing dolly straps through the fuselage etc was a lot of fun. We've got to hook the tiddlers.

If you haven't been this is a very friendly low key show – and is a big draw for aviation and auto buffs. This airshow was local for me and very easy to do - any other air shows out there where local pilots can conveniently display their glider? It's a great way to get gliding in front of the public eye. If power is available, information videos are a great way to hook people in to the soaring 'story'.

At Avenal recently (Spring Contest) I saw a very good 'public awareness' DVD the club had put together focusing on training, and on kids in particular – with a big focus on Harold Gallagher teaching a 14 yr old to fly, with clips of his first solo flights. This was very, very cool to watch.. If you have power available and a TV lying around it would make a great promo video.

As I was watching it, it occurred to me that in our attempts to make our sport look as dramatic as possible to maximize the 'coolness' factor, (Grand Prix, dramatic mountain flying, high skill level rock polishing, racing around in expensive cool looking gliders) we have set the perception of "daring do" that may actually work against us - most of the folks I talked to at the Dream Machines show needed help daring to do something they'd dreamed about for years - these folks (especially spouses, parents) need to know that the risk in flying is well managed and the training is safe enough that they wouldn't have to worry about their life partner or offspring (center of every parents entire existence) doing something that will leave them bereft in short order. One fellow had taken FOUR rides already and hadn't taken a lesson yet. His wife was the one who needed persuading it wasn't insanely dangerous, not him.

If you can imagine the leap of courage it takes to go cross country the first time and then extrapolate back to believing you could actually FLY an airplane to start with, I think the message we need to send starts to change a little. I was reminded me of when I was 16, flying model airplanes next to the local RAF gliding club, old creaky open cockpit tandem Slingsby gliders groaning up the winch - My thought was - 'wow they're brave - wonder if I'll ever be able to do that?". It was far outside the sense I had for my own capabilities. I had no clue what I was even capable of - and neither do many of the people who we are promoting soaring to. We need to encourage people to fly and making it look too dramatic will keep many on the ground. **Seeing soaring not only as a thrilling experience but as an affirming growth experience for all** is something we haven't directly articulated and I fell we need to work on this. If our job is to grow the sport we need to focus on the joy of flying and how we can get people in the air as cheaply and safely as possible. Low cost, benign aircraft for training, focus on the process of learning to fly, set in the context of higher performance as a destination.

Kind Regards, Peter

BYLAWS OF "PACIFIC SOARING COUNCIL, INC."
12/06/2006 Revision

ARTICLE I - NAME AND PRINCIPAL OFFICE

Section 1. The name of this Corporation shall be PACIFIC SOARING COUNCIL, INC.

Section 2. The principal office of this Corporation shall be in the State of California at the residence of the then existing Secretary of the Corporation.

ARTICLE II - PURPOSE

Section 1. The purpose of this Corporation shall be to initiate, sponsor, promote, and carry out plans, policies, and activities that will further the growth and development of the soaring movement in Region 11 of the Soaring Society of America. Activities will be targeted at increasing the number of soaring pilots in the region in addition to the development of soaring pilots to promote safety of flight, training in the physiology of flight, cross country and high altitude soaring and the development of competition pilots and contest personnel at the local, regional, national and international level.

Section 2. This Corporation will not own aircraft, or be involved in flight training.

ARTICLE III - MEMBERSHIP

Section 1. Membership in the Corporation shall consist of one class: voting members.

Section 2. Individuals become members by payment of annual dues.

Section 3. A member may withdraw from the Corporation by default of subscription without refund.

ARTICLE IV - MEETINGS

Section 1. Annual meeting

1. One annual meeting of the members shall be held during the last quarter of each calendar year at a time and place as determined by the Board of Directors.

2. The annual meeting is for the installation of Officers and Directors and for such other business as may properly come before the meeting.

3. Notice of the annual meeting shall be included in the WEST WIND, PASCO web site and/or mailed by post or electronically by special notice by the Secretary to each member fifteen (15) days prior to the meeting.

Section 2. Special meetings (general membership)

1. Special meetings of the general membership may be called at the discretion of the President, or a majority of the Directors, or by written petition of at least one-fourth (1/4) of the members. It shall be the duty of the Secretary to call such a meeting to be held within ten (10) days after such demand.

2. Notice of special meetings of members stating the time, place and in general terms the purpose of the meeting shall be mailed by post or electronically to each member not less than seven (7) days prior to the meeting.

3. No business other than specified in the notice of the meeting will be transacted by any Special meeting of the Corporation.

Section 3. Quorum

Fifty (50) members or ten per cent (10%) of the total membership whichever is the lesser shall constitute a quorum.

Section 4. Voting

1. Each member is entitled to one vote.

2. Each member may designate any other member as proxy provided written authorization is filed with the Secretary. Such authorization shall be dated and shall be valid for only one meeting. A member may accumulate and vote no more than five (5) proxies at any one meeting.

3. The vote of the majority voting is controlling providing they constitute a quorum unless otherwise specified by these bylaws.

4. Nominations for the Board of Directors will be held prior to the annual meeting. A candidate will be nominated when his or her name is submitted by three (3) or more members.

5. Election of the Board of Directors will be by mail ballot. Ballots will be distributed sixty (60) days prior to the annual meeting.

Ballots will be counted by a delegated committee and the incumbent Board, and the elected Board notified of the results thirty (30) days prior to the annual meeting.

ARTICLE V - BOARD OF DIRECTORS

Section 1. The Board of Directors shall be composed of nine (9) members: the four (4) Executive Officers of the Corporation, and five (5) Directors at large.

Section 2. Duties and Powers

1. The government of the Corporation shall be vested in the Board of Directors, who shall have the power to make all necessary contracts, pay and discharge all debts, and to do all matters and things necessary or incident to, or in aid of, the carrying out of the aim and purpose of the Corporation; and they shall have the charge and control of all its property.

Section 3. Meetings

1. One or more regular Board of Directors meetings shall be held during each quarter of the calendar year. Advance notice of each meeting shall be published in West Wind.

2. All Board of Directors meetings shall be open to all members. All voting must be held in open session; however, closed discussion may be conducted.

3. Special meetings of the Board of Directors shall be called at any time on the order of the President or on the order of two (2) Directors.

4. Notice of special meetings of the Board of Directors, stating the time, place and in general terms the purpose of the meeting shall be communicated to each Director no later that three (3) days before the meeting.

5. If all Directors shall be present at a special meeting, any business may be transacted without previous notice.

6. Five (5) Directors shall constitute a quorum of the Board at all meetings and the affirmative vote of at least five (5) Directors shall be necessary to pass any resolution or authorize any act of the Corporation.

Section 4. Vacancies

Any vacancy in the Board of Directors occurring during the year through death, resignation, removal or other cause, shall be filled for the unexpired portion of the term by a majority vote of the remaining Directors. An exception to this rule shall be that in the event that there are five (5) or more vacancies in the Board of Directors occurring at any one time, they shall be filled by nomination and vote of the members.

Section 5. Standing Rules

1. Each member of the Board of Directors shall serve without compensation or reward, except as otherwise provided by these bylaws.

2. The Board of Directors shall cause to be kept a complete record of all acts and proceedings of its meetings.

3. The term of each Director will be two (2) years, with an option for re-election for a maximum of one additional two (2) year term. The maximum continuous term in any office is 4 years. Four (4) Directors must be elected in even-numbered years.

ARTICLE VI - OFFICERS

Section 1. The Executive officers of the Corporation shall be the President, Vice-President, Secretary, and Treasurer.

Section 2. The Executive officers shall be elected by the Board of Directors prior to the annual meeting of the Corporation.

Section 3. The Executive officers shall hold office for the term of one fiscal year (Article XII, Section 4) or until their successors are elected and qualified.

ARTICLE VII - PRESIDENT

Section 1. The President is the chief executive officer of the Corporation.

Section 2. The President shall preside at all membership meetings, and at all meetings of the Board of Directors.

Section 3. The President shall appoint all committees with the approval of the Board of Directors, and will be an ex officio member of all committees.

Section 4. The President shall sign and execute all contracts in the name of the Corporation when authorized to do so by the Board of Directors; appoint and discharge agents, or delegate this duty as he or she may elect, subject to the approval of the Board of Directors; and he or she shall provide general supervision over the management of all affairs of the Corporation.

ARTICLE VIII - VICE-PRESIDENT

Section 1. The Vice-President shall be vested with all the powers and shall perform the duties of the President in case of the absence or disability of the President.

Section 2. The Vice-President shall also perform such duties in connection with the operation of the Corporation as he or she may undertake at the suggestion of the President.

Section 3. The Vice-President shall perform the duties of Program Chairman for all meetings of the general membership.

ARTICLE IX - TREASURER

Section 1. The Treasurer shall keep financial records, receive and disburse funds under the direction of the President and the Board of Directors and shall perform other duties as may be required by the Board of Directors including the preparation of a financial report for each meeting and an annual budget for the following year.

Section 2. Various duties of the Treasurer may be delegated to others when so approved by the Board of Directors. However, the Treasurer shall retain the responsibility for their proper and timely performance. The deposit and disbursement of funds may not be delegated.

ARTICLE X - SECRETARY

Section 1. The secretary shall be responsible for keeping the minutes of the board of directors and general membership meetings and handle the correspondence of the corporation.

ARTICLE XI - SPECIAL COMMITTEES

Section 1. Special committees may be formed by the President at any time as deemed necessary or advantageous to the Corporation.

Section 2. Chairmen of special committees shall attend Board of Directors' meetings when they have business to transact.

ARTICLE XII - FINANCES

Section 1. The Board of Directors shall establish a schedule of subscription that shall be sufficient to pay the Corporation's expenses and to maintain the value of the Corporation's assets.

Section 2. Any member who has failed to pay his or her annual dues within thirty (30) days after they are due shall be suspended automatically.

Section 3. Members may not be assessed for monies in excess of the annual dues.

Section 4. The fiscal year shall be from November 1st to October 31st.

Section 5. At the end of each fiscal year the books and accounts shall be audited by a committee of two (2) appointed by the President. The Board of Directors may cause an independent audit to be conducted by a qualified firm at any time.

Section 6. The net savings or surplus remaining after all operating costs and other expenses have been paid shall remain in the Corporation's treasury for the purchase of equipment, materials and contingencies, as shall be determined by the Board of Directors. The net savings in any event shall not be distributed to the members for their individual use.

ARTICLE XIII - AMENDMENTS

Section 1. Amendments of these bylaws may be made by the affirmative vote of seven (7) of the nine (9) members of the Board of Directors.

ARTICLE XIV - DISSOLUTION

Section 1. The Corporation may be dissolved by affirmative vote of fifty-one per cent (51%) of the members.

Section 2. Funds received from the sale of all Corporation assets at the time of dissolution shall, after all obligations of the Corporation have been paid, be given to a worthy organization with similar purpose.

PASCO Strategic Meeting, April 28th 2007

Agenda

- State of the Union
- Current PASCO activities
  - Board work, magazine, transponder alert area and FAA liason, awards, banquet, training seminars and contests
- Byelaw change summary
  - Added growth of soaring in region 11 as a charter item
- Review of discussion panel at PASCO seminars 2004
- Brainstorming around key factors affecting region 11 soaring and how we might solve key problems

Site Risks & Issues

- Avenal
  - Communications
  - Reliant on one critical tow pilot
- Williams
  - Land Development
- Truckee
  - Locals squeezing the airport
- Jean
  - Lack of critical mass
  - Airspace proximity issues?
- Hollister
  - Supported in the airport grand plan
  - Subsidies all gone – rising costs
  - Business at 70% last year
- AirSailing
  - Financially secure through endowments
  - Reno traffic conflicts
  - Land development threats
- Byron
  - Airport development
  - Is gliding included in the airport development plan?
- Ely
  - Very remote – low level of business
  - 'specialist' site
- Minden
  - Airport and county politics
- Montague
  - Small core club – no nearby population center – new commercial tow service.

Challenges & Issues for Regional Soaring

- GA pilot population reducing
  - Time, availability, competing interests
  - Many more options for recreation
- Costs and time are a factor
  - Families require 2 incomes
  - Time pressure on the family unit
  - Distances to sites are increasing
- Barrier to entry is high (skill, learning)
  - Not like kicking a ball around
- Making it affordable
  - Critical mass needed at sites to get economies of scale- winch launches?
- Liability exposure
  - Affects instructors, FBO's, contest volunteers
- Promoting youth soaring
  - Aviation isnt cool anymore?
- Promoting Safety?
- Public promotion
  - Outreach- tailor promotion to target audiences
  - Accommodate interested people.
  - Aeromodelling orgs,
  - Power pilots – rising costs & boredom
  - Hang glider pilots – less effort and safer.
- Ageing population not such an issue
  - Just look at Ray Gimmey ☺
- Winch launching to reduce costs?
  - How to foster? Location, labor intensive
  - Needs critical mass and demand for many launches
- Legal exposure
  - How can we structure to reduce exposure of volunteers at all levels?
  - LLC company format?
  - Need professional legal advice.

Factors are all inter-related – Peter Madams suggests doing a link diagram to articulate the issues more clearly.
We have few operations with critical mass for sustained viability (robust client base and economies of scale) – Williams stronger with absorbed Crazy Creek business-Most FBO's/clubs are more marginal or seasonal.
We have too many sites for the number of pilots – we either increase pilots or have reduce number of sites!
Growing the number of soaring pilots everywhere is the only way out – a regional problem.

More Notes on Challenges

- Critical mass a key issue at sites to provide economies of scale and more stable client base
- Potential for future increase in motorgliders?
  - Convenience high- reduces infrastructure requirement but very expensive to purchase – new ASH26E is $200k….
- FBO and club cycles
  - Typical of small or volunteer based organizations
- Promotion of soaring to the public?
  - Volunteerism crisis?
  - WIIFM? (whats in it for me)
- Ownership costs can be reduced by promoting partnerships
- Social environment
  - Soaring is a solo experience and difficult to share with others (family etc)
  - Pilots are not predominantly social
  - How can we make soaring more attractive to spouses?

Critical Membership Issues

• Promotion

- Promotion Chair needed on PASCO board
- Define targets audiences
- Define promotional program
  - Group presentation and handout materials
  - PASCO/Soaring bumper stickers, spirit wear.
- Fly-ins
- Airshows
- Aeromodelling clubs
- Hang gliding
- Flying clubs

• Retention

- Communications
  - Monthly info-mails from PASCO in addition to WestWind
  - Beter form of forum software for the web site
- Social environment & atmosphere
  - Sponsored events – FBO event support
  - **Local pilot networking facilitated regionally**
  - Local social issues solved locally
  - Re-examine regional club championship weekend?
  - Region 11 OLC champion?

PASCO

Board is returning slowly to its own critical mass and providing more leadership and analysis
Volunteerism is the current crisis – folks do not easily see return on efforts at the regional level.
PASCO needs to articulate an action plan to have a way for volunteers to contribute in whatever way they can
Folks need to understand that regional level action is needed to raise the tide level of membership for all.
PASCO can help by maintaining a regional sense of community

Prioritized Actions

- **Volunteerism**
  - Explain the plan and the need – Peter editorial in WWind
- **Promotion**
  - Karol – Airshow in a box material from SSA
  - E-packet re. PASCO for new pilots – auto signup 1yr
  - New page on pASCO website
  - Short list of targeted airshows to recruit volunteers
  - Presentations to model and flying clubs
    - Need standard PASCO presentation prepared.
  - Promotion chair –
    - Tony G to articulate the plan and the role. Explain the commitment scope and limits.
- **Retention**
  - Informal social events – evenings in local areas
    - Marc – east bay
    - Bruce – central bay
    - Karol – Reno/Truckee/Minden area
    - Eric Rupp – central coast
  - Continue with all current activities – FA A liason, magazine, banquet and awards

PASCO Promotion Chair Task & Responsibilities (Tony Gaechter)

The objective of this position is to recruit new glider pilots by generating interest in soaring among potential glider pilots, providing information about soaring to these individuals and providing them with information about glider clubs and operations where they can get glider flying lessons and qualify for a pilot's certificate.

The Promotion Chair must have the ability to recruit qualified PASCO members who have the ability to identify and make contact with hang gliding organizations, paragliding organizations, RC and other model airplane organizations, and any other organizations where we may find individuals with an interest in soaring.

The Promotion Chair is also responsible for the identification of air shows, airport shows or other events where the display of a glider would attract potential glider pilots, and for recruiting qualified PASCO members to display a glider and staff these events.

The Promotion Chair is also responsible for the creation or acquisition of presentations and hand out materials for:

- meetings of hang gliding organizations
- paragliding organizations
- RC and other model airplane organizations
- air shows and airport shows
- any other organizations where we may find individuals with an interest in soaring

The Promotion Chair will provide quarterly progress reports to the PASCO Board of Directors.

Some of the other items discussed on 28 May at Peter's home and later thoughts are:

- We need a West wind signup sheet to be used at glider ports and other events to get email addresses
- A training plan is needed for recruited PASCO personnel that support the Promotion Chair so that we provide a consistent message to potential glider pilots
- The FAST Program was mentioned. I had never heard of it and having now reviewed it on the SSA web site, I suggest we prepare a hand out that can be distributed to interested persons
- We need an educational package to provide to people who show an interest in soaring
- The material we provide to potential glider pilots should include the exciting things that hook many of us like the ability to make very long flights (both in time and distance) without power, but should also include some of the more difficult aspects of soaring. The kind of things I have in mind are cost (we can point out that glider clubs are a way to keep the cost down), limited number of local glider operations where lessons and glider rentals are available, distance to available glider operations with rentals and lessons, and the fact that a day of soaring will be a day away from family activities.
- The PASCO web site lists clubs and glider operations, but does not specifically list the clubs and glider operations that provide instruction. A section should be added at the top of the list for soaring clubs and sites that provide instruction.
- The PASCO web site should identify sites that offer glider rides

New Pilots!!

We'd like to congratulate **Lars Fore** on his first solo flight in a glider at HGC on Monday, May 7th. Great job Lars!! He accomplished this feat under the watchful tutelage of CFIG Ruth Cook. Congratulations to both of you! Lars is a power CFI, as well as being an airline pilot, and seems to be gifted and skilled in all aspects of aviation. We'll be keeping an eye on him as he pursues his Commercial Glider add-on to his existing certificate. Next stop: check ride!

It was cold and windy. The morning started with snow covering the ground (and the NSA glider used in the check ride). The clouds lifted, the wind slowed and a broom was used to sweep the snow off 897, the white 2-33. We operated off runway 35 and Red Tow, Air Sailing's Pawnee with its newly rebuilt engine, was used. The first flight was an abbreviated pattern with a landing on 35. The second flight was a high tow, also with a landing on 35. Congratulations to Taylor , age 16, who did a great job. Taylor's father is Gary Phillips, who is a glider designee in our area. Thanks to Stoney and Chukar for towing while Taylor was here.

..below is Taylor Phillips receiving his Private Glider license from designee Mike Johnson.

On Monday, April 9th, **Kevin De Van** passed his check-ride with Dave Morss (in just one flight!) and successfully added his Private Glider Rating to his Private Airplane SEL Certificate! Congratulations Kevin! Kevin began flying with Drew Pearce in late spring of 2006, and then transferred over to Jeffrey Hazlegrove during the summer. He flew with Jeffrey a little bit into the fall, but then stopped sometime in October because of a lack of time. We were glad to see him show up back at HGC just a few weeks ago with enough time available to put the finishing touches on his training. When Kevin came to us last spring, he began using a small headset while flying in the 2-32. It worked so well that we decided we liked the idea, and now we have headsets available to all students who fly N87R. Thanks for the idea, Kevin! Please welcome Kevin into the ranks of Private Pilot, Glider!

This picture shows Dr. Greg McCue on the left and Dr. Doug Morton on the right. Doug passed his commercial glider ride today in the yellow 2-33. Mike Johnson was the designee.

Both are from Cody , WY , and they flew down in Doug's T-210. The weather was good and Greg, who received his rating here a few years ago with Charlie Hayes, did his silver duration and silver altitude (almost gold) in the white 1-36 a couple of days ago. Thanks to our tow pilots and other members who helped out the last few days, we couldn't have done it without you! Lee

At Hollister Gliding Club, **Eiji Hagiwara**, flying with Dave Morss, passed his Commercial Glider rating add-on to his Commercial Airplane certificate. Congratulations Eiji!!! (Pronounced AJ) I think that Eiji also has a helicopter rating in there somewhere, as well as a selection of instructor ratings in his native Japan. Congratulations also to his dedicated instructor, Jeffrey Hazlegrove. Great job both of you! Eiji began flying with Jeffrey at HGC last summer, and kept at it into the fall, and even completed one of the cross-country tasks in a 2-32 with Ruth last September during our Panoche weekend! He vanished after Panoche, and just resurfaced a few weeks ago wanting to finish up his rating ASAP. It came right down to the wire as he's getting ready to move back home to Japan (Tokyo) on April 1st. In fact, he had to run out on the movers today to come and do the check ride. Talk about cutting it close! He's got a "For Sale" sign on his Mercedes convertible. and will be out of here very soon. Thanks for flying with us, Eiji, and HGC wishes you well in Japan, and hope you find a gliding club to fly with over there. (In fact, where DID the Fox go to over there??) Congratulations again Eiji! Bon voyage!

John Goldsworthy passed his private glider pilot check ride with Dave Morss on Monday, March 12th. Congratulations John!!! John began his training at HGC last spring with Drew, and then took up with CFIG Ruth Cook in the summer. He's been coming out to Hollister religiously, and the hard work finally paid off! Congratulations also to his instructors: Drew Pearce, Ruth Cook and Jeffrey Hazlegrove who did a final phase-check. Great job, all of you. John has been working the line for us the past few months on the weekends, and is tireless efforts and dedication are much appreciated. John went to the SSA convention this year in Memphis, and is looking into purchasing his own ship. (Possibly a Libelle). Please welcome John to the ranks of Private Pilot, Glider, a goal which he's been wanting to achieve for some time, and has now realized his dream!

My 2006 Flying Season Experiences

By Shannon Madsen

Introduction

What I love most about flying gliders is that it exercises both the technical and intuitive parts of the mind. All the stress of everyday life disappears in the exhilaration of searching for that ideal path through the air.

What follows is the story of my summer of 2006, in which I began flying gliders cross-country, completed my Silver and Gold Badges, and flew in my first contest.

2006 ASI Cross-Country Camp

The Air Sailing (ASI) Cross-Country Camp was held at the end of May this year. The format, as usual, consisted of morning classes combined with afternoon flying. The students were split into small groups with a lead pilot based on relative performance of their gliders. I was paired up with Chad Moore flying his Russia AC-4C and Grace Higgins with a Grob 102. The NCSA had kindly allowed me to take the club's Grob 102 to the camp, so we were relatively well matched in terms of performance.

The classes covered a range of topics related to cross-country soaring including glide angle calculations, MacReady theory, weather, physiological factors, and flying techniques. Each morning's class session also included a review of the previous day's flying and a discussion of the weather forecast. This format seems to work very well, as students have a supportive environment from which to explore cross-country flight without being completely on their own.

The flying got off to a slow start on Sunday as the whole day brought overcast clouds and a little rain. Monday was better, with thermals to about 9000 feet early in the afternoon. Chad, Grace, and I practiced some glide angle exercises which involved flying between two landmarks and measuring altitude loss. We would always arrange to get back to Air Sailing at 2000 feet AGL so we could go back to the Red Rocks to climb back up and try again. Eventually, Chad landed and I was on my own.

At some point, someone called out on the radio that they had found wave out over the valley between the Dogskins and the Red Rocks. Thus began one of the most memorable flights I've ever had.

My experience with wave flying was limited to the benign kind we sometimes get near the hills at Byron. Once I knew there was wave, I was determined to go find it. I started searching out over the valley, mapping out areas of lift with a combination of thermalling turns and S-turns. What I found was that the thermals were capped at about 9000 feet, with smooth wave lift just upwind. Eventually, I found an area of very smooth air with 2+ knots of lift and pretty soon I was climbing through 10,000 and higher.

It proved to be somewhat difficult to stay in the same part of the lift zone without the aid of a GPS device. However, what I found was that if I drifted downwind I'd start to feel the turbulence of the rotor. So, I tried to stay just upwind of that turbulence in the smooth lifting air.

Pretty soon I was getting close to 18,000 feet, the highest I'd ever been in a glider. I decided to use my altitude and go explore to the northwest toward Herlong. Along the way I encountered some very strong lift. For a moment I had a sensation of being sucked out into space as I opened the spoilers to stay below 18,000 feet.

I continued to the north end of Honey Lake then turned back to the south, penetrating upwind to the next lift band. A couple of times I had an encounter with "severe" turbulence, hitting my head on the canopy and seeing my equipment levitate in the cockpit. I quickly learned to keep the straps tight and both hands on the stick to avoid accidental turbulence-induced control inputs.

The air was perfectly smooth as I flew toward Stead and Pond Peak and then returned for a late afternoon landing at Air Sailing. After all the time at such high altitude, my feet were very cold and numb. As they warmed up, the numbness turned to pain. Note to self, wear warmer socks next time.

I was excited about having had my first real wave flight, but also humbled by the experience. Clearly there is a lot of energy present in the earth's atmosphere, of which we use only a tiny portion to accomplish our feats of soaring flight.

Tuesday, the conditions were about the same with thermals to just under 10,000 feet and wave over the top. The three of us practiced cone-of-comfort exercises again, with one exercise where Chad and I flew past Pond Peak in wave, ducked under a cloud with gear down and spoilers open, then flew a final glide to Air Sailing underneath the wave.

On Wednesday, I declared a Silver Distance flight from Air Sailing to Silver Springs. Due to the badge requirements, I released relatively low and close to the airport then headed to the Red Rocks to catch a thermal up to altitude. Based on the experience of the past couple days, I figured there might be wave again. Sure enough, after one thermal on the Red Rocks, I flew upwind into very smooth, lifting air out over the valley.

I made several back-and-forth passes to climb up to altitude, then thought about how I would proceed to the southeast. There was a massive cloud that appeared to curve around from the south to the east. I figured this

was a lenticular cloud, but as I tried to stay the same distance away from it, I accidentally penetrated upwind through rotor to the next lift band. Clearly, my mental picture of the wave was not yet fully developed.

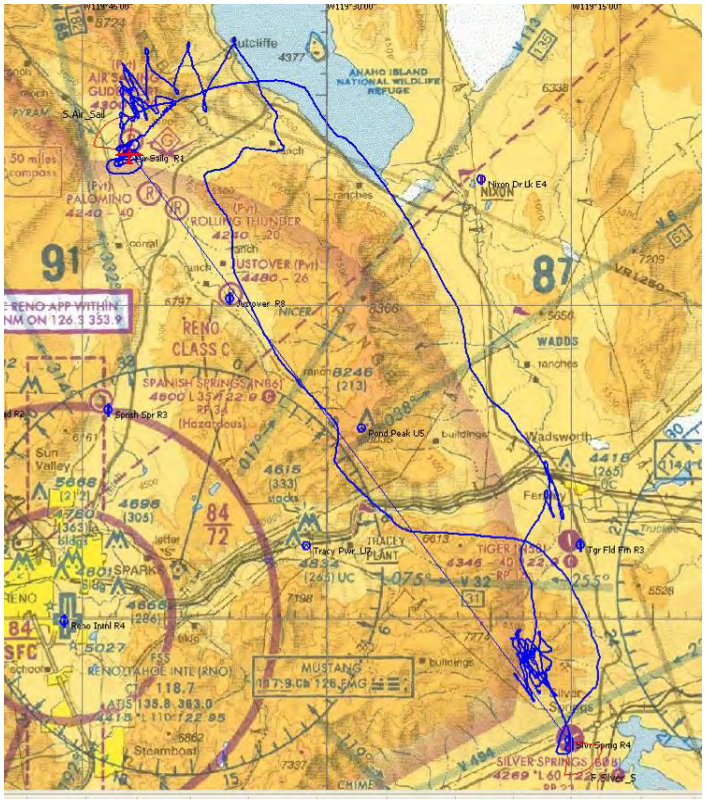


Figure 1 – Silver Distance Flight, Wednesday, May 24

After reorienting myself to the situation, I proceeded southeast along my newfound lift band almost directly toward Silver Springs. As I neared the airport, I became very focused on finding the turn point and ended up sinking out to about 10,000 feet in the turn point area. Deciding that I had in fact flown through the turn area and captured it on the flight recorder, I proceeded to the hills to the north hoping to catch a thermal and gain enough altitude to continue back to the north.

I thermaled for nearly half an hour over the hills, but couldn't quite manage to get much above 8,500 feet. I really wanted to get back to Air Sailing without an aero-retrieve, but with the way things were going that didn't seem likely. So, I radioed back to ASI and asked them to get the tow plane ready to come get me.

As I left the hills, I had a little extra altitude and decided I'd use it to try one last thing. I flew upwind a couple of miles and as I did the air smoothed out and the vario needle started rising. It wasn't very strong, but I wasn't in much of a position to be picky. As I mapped out the wave, I slowly climbed to about 11,000 feet. As the lift started to drop off, I realized I had Tiger Field in glide distance and that it was a shorter aero-retrieve, so I headed in that direction.

As I neared Tiger Field, I really got lucky and flew right into an area of strong lift. I was seeing between 6 and 8 knots on the vario and in 4 passes through the lift I was back to 16,000 feet. What a sense of elation that was, going from a low point over a remote airport to a position where I was able to get home.

From Tiger, I flew northwest along the lift band, which extended up the center of Pyramid Lake. Just to make sure I had Air Sailing made and didn't lose too much altitude penetrating upwind, I continued north until I was just downwind of the airport. From there, I flew upwind through sink and then lift. Thrilled that I had completed the flight and managed to return to the airport I departed from, I slowly spiraled down from 16,000 feet with the spoilers open, followed by a couple of 1-26's that had just been up above 18,000 feet in the wave window.

Immediately following the flight, it occurred to me that I had been through a rite of passage. It sounds like a cliché, but I really felt as if the strings that had tied me to the local flying field had been cut and a whole new world of possibilities was opening up. That night, we completed the paperwork for Silver Distance and Gold/Silver Altitude.

I also learned two valuable lessons. First, never give up; if whatever you're doing isn't working, try something else. Second, keep moving forward along your course. That is, as long as you're within a cone of comfort to an area where you're prepared to land.

Thursday's flight was short, as I was unable to get into the wave and not feeling well after an hour or so of being banged around by the choppy, rotor-like thermals. Friday's flying was canceled due to the forecast of high winds and very strong wave conditions. With that, cross country camp was over, but I had big plans for the rest of the summer.

Gold Distance and Silver Duration

Having finished Silver Distance, Silver Altitude, and Gold Altitude, I set out on a quest for Gold Distance figuring I would complete the 5-hour Duration flight in the process. At the very least, I needed to finish the Silver badge to meet the entry requirements for the ASI Sports Class Contest in late July.

I reviewed what I could find regarding Gold Distance route choices, including Yuliy's account of his out-and-return flight to Bodie. In the end, I settled on a triangle starting at Truckee and continuing to Desert Creek Peak, Air Sailing, and back to Truckee. I figured this would challenge me to explore down the Pine Nuts while staying over familiar terrain during the later part of the day.

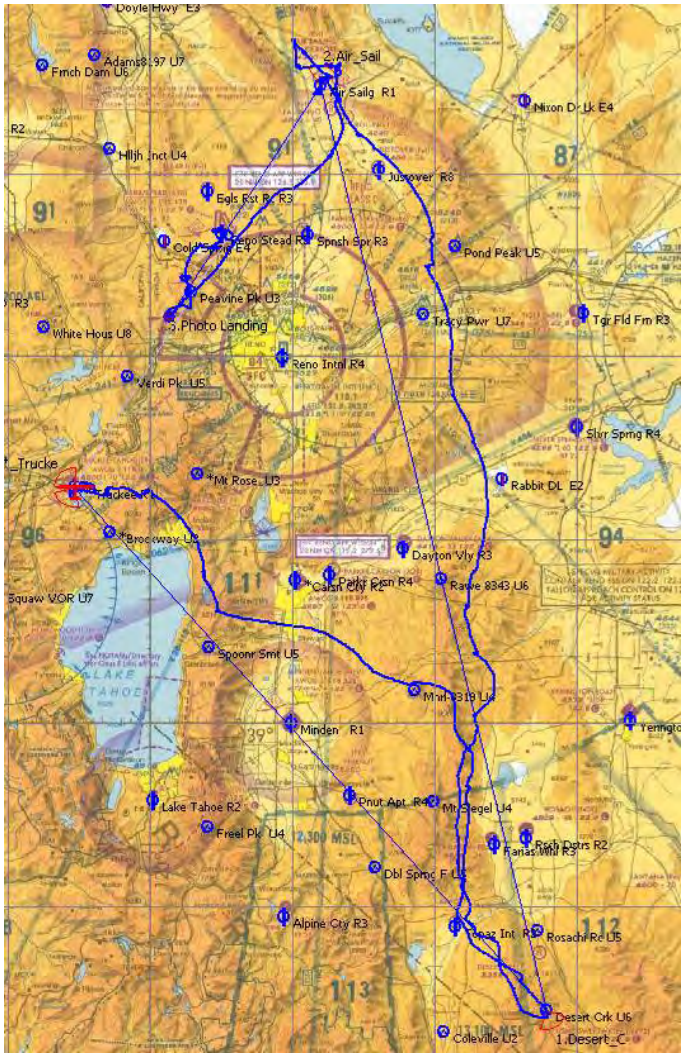


Figure 2 - Gold Distance Attempt #1, July 8

My first attempt took place on Saturday, July 8. The forecast indicated that it would be a nice summer day with plenty of lift. I launched in NCSA's Grob 102 shortly before noon, trying to get an early start so I'd have plenty of time to finish the task. After a brief period of trying to connect with lift, I soon found myself at 14,000 feet near Mt. Rose, looking out over the Carson Valley.

The day was starting to develop quite nicely. From my vantage point I could see a line of clouds down the east and west sides of the Carson Valley with a big blue hole in between. Trying to minimize the distance involved in crossing the valley, I headed south toward Spooner Summit, where I caught a thermal to 15,000 feet before proceeding east across the valley toward Mineral Peak.

From Mineral Peak, I proceeded down the spine of the Pine Nuts, past Flying Mouse, and to the ridge just west of Desert Creek Peak. The turn point appeared to be in a blue area, so expecting possible sink, I climbed to 15,000 feet under a cloud and then darted out to the turn point and back.

By now the day was really booming. I had great cumulus clouds marking the path back to the north along the Pine Nuts. Unfortunately, it was booming to the point of overdevelopment and a large thunderstorm over the Sierras was starting to cast a shadow over my route of flight. Figuring the convection would soon be shutting off, I raced north as fast as I could toward Air Sailing.

I managed to keep ahead of the shadow, and soon was out in an area of sunlight and cloud streets. As I neared my Air Sailing turn point, another thunderstorm started building to the southwest, directly along my return path to Truckee. With the options to the north and south not looking so great, I decided to hang out around Air Sailing and see how things developed. If the weather didn't get better, I figured I could land there and get a tow after conditions improved. So there I circled, watching the storm progress through its lifecycle, its shadow shutting off the heating of the terrain below me. About 30 minutes later, just as the lift began to disappear, a gap opened up in the remnants of the storm. I decided to use my altitude to make a dash to the sunny area I could see on the other side.

Halfway between Reno Stead and Verdi Peak, I still had not found any lift. Turning back toward Stead, I searched in vain for any scrap of lift but the air was still very calm after the passage of the storm. Nearing pattern altitude at Stead, I made a call to Soar Truckee that I was getting low. Deciding to do things by the book, at 1000 feet AGL I committed to landing and flew a normal pattern to my first unplanned landing ever.

The runway at Stead had a nice new gravel edge, so I pushed the glider off to the side to wait for an aero-retrieve. While I waited, I watched several fire bombers work a nearby fire, landing at Stead to refill their tanks. Eventually, the tow plane arrived and I pulled the glider back out on the runway, hooked up, and jumped in. The flight back was uneventful.

The next day I flew the same route, successfully completing Gold Distance. This time things went more smoothly, due to less overdevelopment and the fact that I had just flown the same route the day before. After I returned to the Truckee area, I flew locally trying to extend my total flight time to 5 hours to meet the requirements for Silver Duration. Unfortunately, the lift gave out and I landed a few minutes short of 5 hours.

The following weekend, I returned to Truckee and flew locally for 5 hours, practicing maneuvers and trying to make an equal number of turns to the left and right. This 5-hour duration flight served as a somewhat anticlimactic completion of my Silver and Gold Badges.

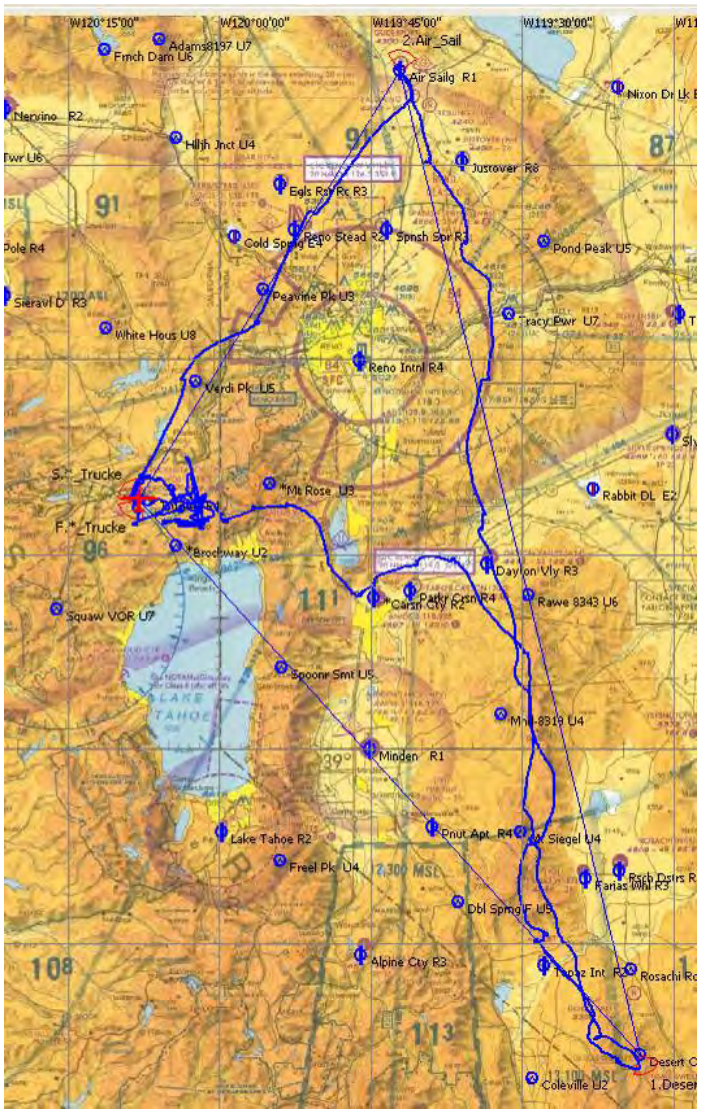


Figure 3 - Gold Distance Attempt #2, July 9

2006 Region 11 Sports Class Contest

I arrived at Air Sailing with NCSA's Grob 102 the evening of Saturday July 22 a couple days in advance of the Sports Class Contest. Having never flown in a contest before and only having a few solo cross-country flights in my logbook, my goal was simply to complete the tasks as assigned. That evening as people arrived, everyone pitched in to assemble each others gliders and I recognized the same sort of collegial atmosphere found at the ASI camps, but with an edge of good-natured competition.

Monday July 24 was the first day of the contest. The task for the day was a Modified Assigned Task with Silver Springs as the first turn point. Rather than selecting additional turn points in the air, I decided to make things easy and use Sweetwater as my next turn point to meet the minimum time of 3 hours. The start procedure was new to me, beginning with all gliders gridded at the end of the runway. After the first launch, each glider was hooked up and towed as quickly as possible. Once all gliders were airborne, the start gate opened and each pilot decided when to start.

Figuring that I could use all the time I could get rather than employing a fancy delayed-start strategy, I started by climbing out the top of the start cylinder in a thermal close to its edge. I climbed to 11,000 feet and then headed south toward Pond Peak. Halfway down the valley I caught another thermal to 14,000 feet. Crossing the gap to Silver Springs I was down to 9500 feet before finding another thermal that took me up back up to 14,000 feet.

Figure 4 - Shannon Madsen, Roger Harris, and John Downing at Sports Class Contest (photo by Dale Thompson)

From there, I managed to stay between 12,000 and 15,000 feet mostly dolphin-flying down the east side of the Pine Nuts. I turned over Sweetwater at 15,000 and then flew back to the north along the same route.

Unfortunately, things didn't work out as well on the way back. By the time I reached the lake north of Rosachi I was down to 11,000 feet and not finding lift anywhere. Thinking I might not have the range to reach Yerington (and not having seen the airport up close), I turned back toward Rosachi. Various options flashed through my mind as my altimeter wound down. I remember feeling as if I was reverting from cross-country flight to "first principles", namely the one about staying within gliding distance of a place you're willing to land.

Not finding lift near Rosachi as I descended through 10,000 feet, I decided to use my remaining altitude to get to the other side of the mountains near Flying Mouse to see what I could find there. (besides, I had heard that the guy who lives there was friendly to visitors) I relayed a quick position report to Air Sailing and told them I was getting low and might have to land at Flying Mouse.

Sure enough, that radio call seemed to have woken up the thermal gods as I promptly found a thermal close in to the terrain at 9000 feet that took me right back up to 15,000.

From there, it was a straightforward flight back up to Air Sailing. I hadn't done very well in terms of average speed, but it felt good to have gotten myself back in the game and completed the task.

Tuesday's task was again to the Sweetwater area. I flew it much the same way I had the day before, but managed to stay in the band of good lift between 12,000 and 15,000 feet most of the way, turning as little as possible and cruising fast due to the strong conditions. As I flew back over Pond Peak, I realized I had plenty of extra altitude and pushed the nose over for a high-speed run to the finish. As the scores were tabulated, I learned that I'd placed 3rd of 12 for the day with an average speed of 65.48 mph (68.77 mph with handicap applied). I was pretty happy about this. Not only had I finished the task, but I'd actually managed to be fairly competitive.

After finishing the contest flight, I had intended to continue to Flanigan Dry Lake and Silver Springs to complete Diamond Distance. However, the day was winding down quickly and so I decided to scrub that idea.

Wednesday, the task took me down the Pine Nuts for the third time in a week, this time with a turn area around Flying Mouse. The conditions were not nearly as strong as they had been the previous couple of days, so progress was slower. For some reason I kept seeing JJ in his Genesis, at Pond Peak and then as we flew down the Pine Nuts. Due to the more challenging conditions, I only went a few miles south of Mt. Siegel and climbed up under the only cloud on the Pine Nuts. As I left the thermal at 16,000 feet, I had a tailwind from the south that gave me a nice push in the right direction.

After that, I didn't find much in the way of lift until I arrived at the same hills where I'd struggled during my Silver Distance flight. Fortunately, this time they worked very well, allowing me to climb from 9000 to 14,500 feet for a glide all the way back past Air Sailing to the Flanigan turn area, with minimal circling. This time I only placed 6th, but I was happy to have finished the task on the most challenging day yet.

Thursday the weather had deteriorated even further. We were assigned a Turn Area Task with turn points at Flanigan, Constantia, Tiger Field, Dayton Valley, Silver Springs, and Flanigan. I found the task to be much more challenging, as the sky was almost totally blue, the wind had picked up, and the thermals were more isolated and broken up. I started by flying only a small distance into the Flanigan turn area, proceeding from there to 7990 hoping to find a thermal there. I searched for a while, only getting to 13,000 before continuing back toward Air Sailing. In the neighborhood of Tule Peak, I caught a nice thermal to 16,000 feet and then continued south.

After crossing the I-80 gap, the hills northwest of Silver Springs weren't yielding much in the way of lift. It was a challenge penetrating upwind to just inside the Dayton Valley turn area. I was sure glad my glider had a good

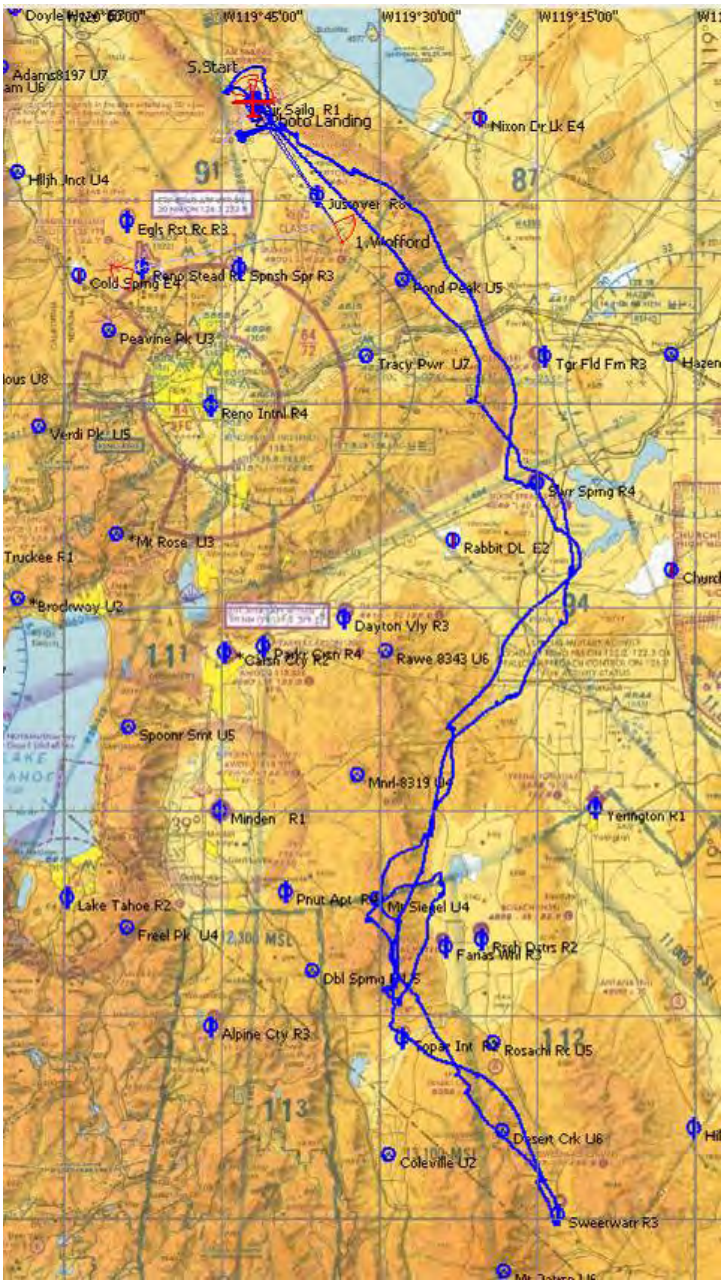


Figure 5 – Day 1 Task, Monday, July 24

handicap, as it was hard to imagine going much further and being able to get back. I flew downwind to Silver Springs then back to the hills where I managed to get back up to 15,000 feet.

Overconfidence preceded my downfall. I used up my altitude flying at high speed up the valley from Pond Peak, expecting to catch a nice thermal on the Red Rocks and then continue up to Flanigan for the final turn

point. Unfortunately, the Red Rocks yielded little to no lift and I ended up landing without completing the task. As I learned later, several of those who finished the task had mostly ridge-soared the final leg to Flanigan and back. If I had conserved my altitude or pushed a little further to Tule Peak, I might have been able to complete the task.

Figure 6 - Returning to Air Sailing on Tuesday

Friday's weather was not very good. The task for the day was Gerlach and then somewhere down south. However, I decided to not attempt the task since I hadn't managed to get much higher than 9000 feet by the time the gate opened. I wasn't prepared to venture out over the challenging terrain without a little more altitude. Apparently this was a good decision as a very experienced pilot later told me that it was the most difficult task he's ever completed. Instead, I tried to salvage the day and fly the glider to Truckee, but due to the wind and sparse lift I only was able to go halfway to Stead before returning to Air Sailing.

By the end of the contest I had completed three of the five tasks and doubled my amount of cross country experience. I was glad to have had the opportunity to fly with some very experienced pilots and acquire some of their knowledge about flying faster and further. I also found myself dealing with issues that I had known about but didn't truly appreciate, things like protection from the sun and "relief" system issues on those long flights at high altitude.

Late in the season I bought a half share of an ASW-20 with another NCSA club member. Unfortunately, I didn't have a chance to fly it in the mountains before the end of the season due to getting married and going on honeymoon. I'm looking forward to some more adventures next season though, something that my wonderful new wife encourages.

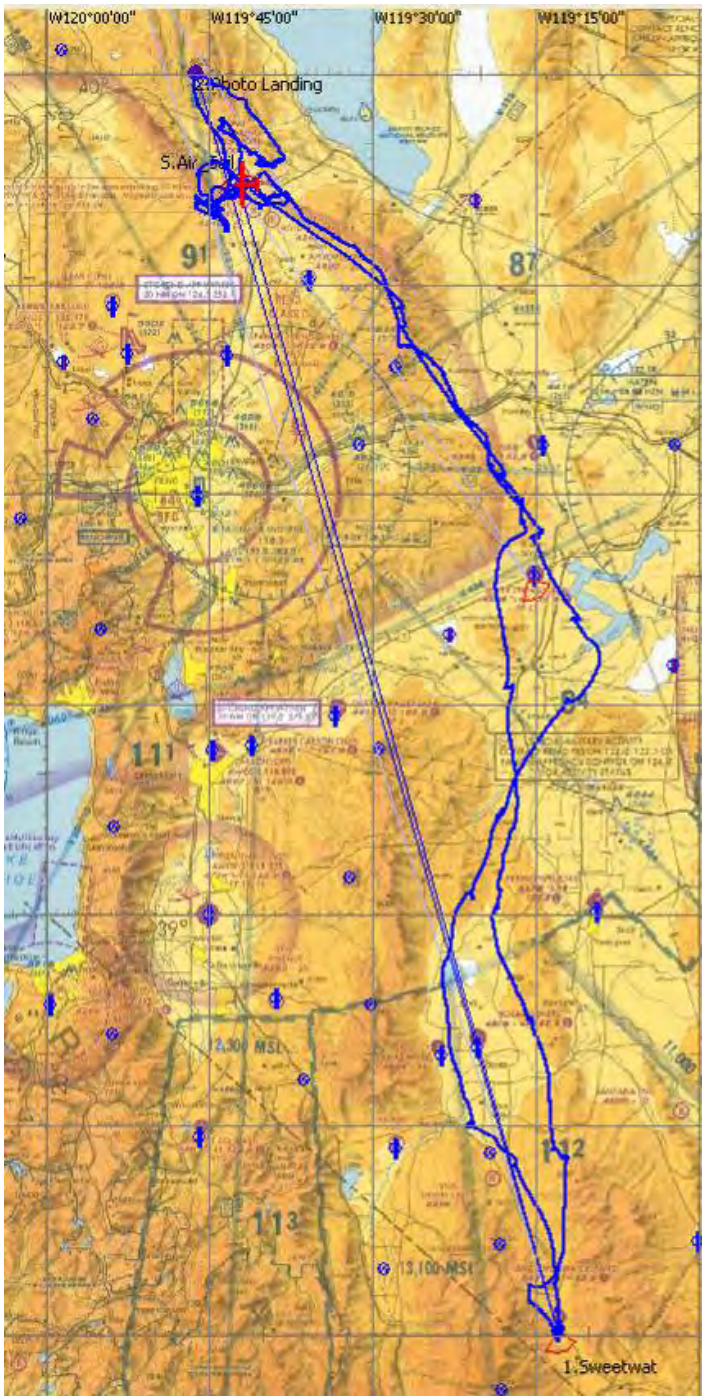


Figure 7 – Day 2 Task, Tuesday, July 25

Next Steps

My first impression is that the ASW-20 is much smoother and faster than anything I've flown before. It was a straightforward transition from the Grob 102, albeit slightly more complicated due to the flaps and CG hook.

Other than trying to get back to Cross-Country Camp and the Sports Class Contest, I have a few other goals. One is to finish my Diamond Badge. Another is to venture further south than Mt. Patterson and fly the Whites. I'd also like to finish the Commercial rating if I

can find the time. So many things to do, and not quite enough time…

About the Author:

Shannon started flying gliders in early 2004 with the NCSA, earning his PPG rating in September 2004. He completed his checkout in the G-103 in early 2005 and attended the Air Sailing thermal camp that year, practicing his local flying skills for the rest of the summer. He is a new half-owner of an ASW-20 and is looking forward to another great year of flying in 2007.

Figure 8 – Day 3 Task, Wednesday, July 26

Figure 9 – SS on the grid prior to Wednesday's flight

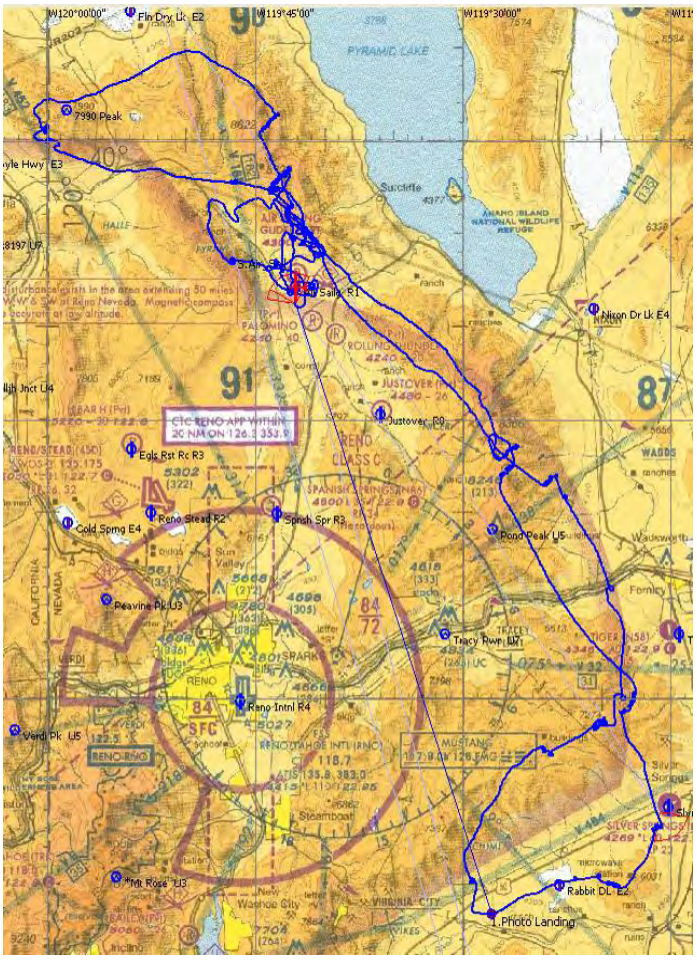


Figure 10 – Day 4 Task, Thursday, July 27

FRAUD ALERT (Gift Certificates)

(Drew Pearce)

Aviation businesses, including glider ride operators, and their customers have recently been the victims of nationwide fraud. The perpetrators are gift certificate and ticket agency web sites, and tour operators that are falsely claiming to represent businesses that they have no affiliation with. They are selling fraudulent tickets, gift certificates, and coupons. Bay Area Glider Rides is not affiliated with any broker or tour operator.

Whether you are booking a glider ride, hot air balloon ride, sailing charter, or other outing, we strongly recommend that you contact the service provider directly and verify that any discount coupons or gift certificates will be honored.

Following are some informational sites that provide more information about fraudulent operators and other scams.

- National glider ride operators and their ticketing agency affiliations
- Fraud in Hot Air Ballooning
- Fraudulent Testimonials
- Known Scam Sites

We are providing these links as a service to our community and claim no responsibility or liability for the information on the sites referenced above.

Why to Use Caution When Buying Gift Certificates:

Please be aware of gift certificate ticket agency web sites that can deceive you into thinking they have a local glider operator in your area when, in many cases, they do not have one for hundreds of miles. Glider ride operators are not the only ones in the aviation ride industry to have been affected by them. Here is a local CBS News Story that details the problem. If you feel that you have been scammed in any way by someone selling glider ride gift certificates please let your nearest glider operator know about it. Glider rides are FUN and we aim to keep it that way!

Below are some websites that other aviation businesses have created to warn people about problems they have had with gift certificate ticket agencies:

Hot Air Ballooning , Fake Testimonials , List Of Scam Sites

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

SAFETY ARTICLES

Two interesting safety articles from our members. (ed.)

Trailer Brakes (Paul Hanson)

You probably don't want to hear this, but it is my opinion… **GET RID OF THE SURGE BRAKES**. Replace them with electric ones, with a GOOD brake controller like a Tekonsha Prodigy or an equivalent. They are much more reliable, require much less maintenance, are much more flexible, and bottom line just plain work better and this is why. (IMHO)

1. Easy to install

2. Easy to maintain

3. Brakes on trailer can be applied independently of brakes on the car, in addition to working in unison with the car's brakes,

It is just plain nice to have the option of tapping just the trailer's brakes when a semi with a 20mph differential speed sets you trailer wagging :-) BTW I could not disagree more with using engine braking on any vehicle less than 12,000lbs, that has hydraulic brakes on it. Brake pads cost $20-$40 a set. A transmission costs more like $4,000 and the same with a motor. Clutches are not cheap either. Just use the brakes on the car, never ever the engine or transmission. You are not a big rig truck, and it is quite unnecessary for safe operation.

4. Electric brakes work as they are supposed to while reversing, meaning they only engage when the car's brakes are applied, as opposed to engaging during changes in acceleration (again, at least with a good controller)

5. They never accidentally engage, like surges will while driving down a hill sometimes

6. You keep a breakaway backup battery system in the trailer so the brakes automatically engage in the unlikely event of a total separation, stopping the trailers movement and holding

it there (20 minutes at max hold is usually the typical minimum requirement for the breakaway kit's internal battery) as opposed to it free rolling like what would happen with surge brakes. Good breakaway kits have a built in charger and a charge indicator test light, that charges automatically while engaged to the tow vehicle.

7. You can adjust the brakes, WHILE DRIVING, to suit ever changing road conditions, like mountains, hills, curvy roads, thick traffic, open road, etc; meaning the voltage they initially engage at and how quickly they ramp up to full holding power is adjustable while in motion, and quite easily. (most good electric brake controllers have this feature, coupled with an output voltage readout)

8. Much more reliable after sitting around unused for a season or two, and are easily tested. I know more than one person that has been in a rear-end incident, because unknown to them the finicky surge mechanism froze up or got sticky (Dick Johnson is one of these people, but it was not his trailer and he was not driving). I'm sure there have been worse accidents due to this, but that is just my speculation.

9. Parts are readily available, and do not need to be ordered form Germany

10. The system is inexpensive, my brake system cost me less than $400 (smart shopping that is, but it can be done even dumb shopping for less than $600) including a new axle and a top of the line controller.

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.

It is quite an easy conversion, and there are many benefits to this type of system. Me personally, I want to do everything in my power to protect my aircraft, and electric brakes is one way to do that. Again, this is all IMHO, and I have no ties to the brake industry, or any others. Bottom line it that good electric brakes can by far outperform any surge system, in the short or long term. It is clearly a superior design. Sorry to anyone with surge brakes that this offends. Lucky for you it is usually cheaper to switch over to a full electric system than to fix problems you will run into.
The only disadvantage I know of is the trailer can then only be safely towed (if you consider brakes a necessity for safety, which you should) by the vehicle with the controller installed in it. A small price to pay I'd say.

Here is a link to a good online trailer parts supplier, to give everybody an idea of prices, which does come out to around $600 on average, without even ebaying or buying used which could obviously save even more.
http://www.easternmarine.com/em_store/trailerbrakes

Recommended parts needed are:

Two 10 inch drums at around $70 apiece----------$140
10 inch Left/right hand brake assy's at $40 each--$80
Axle (add $20 for the welding of spring mounts--$160
Good controller at (DrawTite IntelliStop is equivalent to Tekonsha Prodigy, top of the line and key to function)
$140
Breakaway kit ----------$40
Tie plate kit ----------$20
Total for parts ----------$580

NEVER AGAIN (K.Redinbaugh)

How often do we pull the oxygen cart up to the glider and glance up to the sky to check the clouds or wave markers and wonder if we can get the bottle filled and move to the launch line before the conditions weaken?
I did this once…hooked the cart up to my glider bottle, opened the glider bottle, turned on the cart bottle and…BANG…the hose blew apart at the glider hook-up valve. By the time I recovered my senses and got the cart bottle turned off my glider bottle was empty, the oxygen cart was out of service and of course the soaring conditions were improving!
The noise of the hose failing was so loud and the subsequent scream of the oxygen blowing out of the cart bottle brought people running from the other side of the hangar.
My day was shot along with several others because we could not fill our glider bottles on a very promising day.
Other than a somewhat sudden impact on my personal laundry there were no injuries or damage.
It turns out that over the years the braid of the oxygen hose had been flexed so often while bending the hose into the many various glider hook-ups that the wires broke to the point that it failed either from the rapid pressure increase I gave it in order to hurry the process or it was just my turn for some excitement.
Had I taken the time to inspect the hoses and connections for wear, weakness, oil (another glider oxygen story), we might have been able to make repairs in a timely manner and avoided the above trauma.

Never again…

It is now some years later and I was at the Reno Air Races when a loud BANG echoed across the pits. We all ran over to a beautiful P-51 to find that it was sitting rather awkwardly on the pavement. Seems a crew member was filling the pilot's oxygen bottle and over pressurized it. The subsequent explosion sent metal

fragments into the face of the crewmember and also blew a hole in the tail of the P-51 and caused collapse of the tailwheel structural assembly. Moderate personal injury and significant damage to a very valuable aircraft.

Never again…

Are you checked out on the operation of the oxygen cart at your facility?
Has anything been changed on the cart and fill system since you were checked out?
Do you check the components of the oxygen cart every time?
Is your oxygen bottle and system inspection current? (You can bet your insurance agent will find out in the event of a failure.)
Do you go for a "few extra pounds" when you fill your bottle "just in case"? (Think ambient pressure and temperature changes during a great flight.)
Are you really, really comfortable filling your own bottle?

Never again…

TRAFFIC BRIEFING FOR FLYING GLIDERS IN THE VICINITY OF RENO, NV

BACKGROUND & SUMMARY:

As glider pilots we share much of our airspace around Minden, Truckee, and Air Sailing with high speed traffic arriving and departing Reno International Airport. Subsequent to the mid-air collision between a Hawker corporate jet and a glider south of Minden in August, 2006, the FAA and NTSB requested PASCO come up with procedures for glider pilots to follow that will help make the airspace around Reno safer for ALL aircraft. These procedures were developed by a group of concerned pilots (both glider and power) working in conjunction with Reno TRACON and Oakland Center personnel with oversight and approval of the NTSB investigator responsible for investigating the mid-air.

Glider pilots flying in this area should become familiar with and practice the following procedures in order to increase our visibility to non-glider traffic in the vicinity. **Please help us keep our sport safe in some of the best soaring conditions in the world.**

Reno TRACON (called "Reno Approach" when you talk to them on the radio) is responsible for separation and sequencing of all aircraft within 20 NM of the Reno airport. Their radar is capable of seeing out an additional 20 NM, for a total of 40 NM. Reno Approach has **requested increased radio communication from glider pilots within 40 NM of Reno** to help them increase safety for all aircraft in the area. This briefing is designed to facilitate that communication.

Glider pilots should:

1) Become familiar with the standard Reno approach and departure routes as depicted on the attached briefing chart;
2) Become familiar with the "intersection" and VOR names and locations on the SF sectional chart (a list of these intersections and their coordinates are included at the end of this briefing) – these may be used by Reno Approach when communicating with power traffic;
3) Monitor the appropriate Reno Approach frequency when flying within 40 NM of Reno and in the vicinity of the approach and departure routes (126.3 in the north and 119.2 in the south);
4) Make it a habit to listen to the traffic advisory on Reno ATIS on 135.8 for runway in use and current altimeter setting BEFORE you enter this airspace and BEFORE you initiate communications with Reno Approach;
5) Become familiar and comfortable with communicating with both Reno Approach and Oakland center. That means to know and use proper radio terminology AND etiquette as well as becoming educated on how to LISTEN. Practicing on the ground with other pilots is highly recommended;
6) Make sure your transponder is turned on and set to 0440 before you launch. If you do not have a transponder in your glider and you frequently fly in this area, you should strongly consider getting one installed.

Procedures for Communicating with Reno Approach:

High Density Traffic Airspace: High speed air traffic (airliners and light jet aircraft) arriving and departing Reno-Tahoe International Airport will generally be flying along the approach and departure routes depicted on the attached chart. For the purpose of this procedure, we refer to the airspace along these routes and 10 miles on either side of these routes at the altitudes shown on the attached chart as "high density traffic airspace". This airspace can be defined in general as any altitude within 20 nm of RNO or above 10,000 feet between 20 nm and 40 nm of RNO. It is IMPORTANT TO NOTE that on clear days, traffic heading to RNO may be cleared for visual approach once they have the airport in sight. In that case, they will not necessarily be following these routes.

TRANSPONDERS: Gliders flying in the high density traffic airspace around Reno are encouraged to use an altitude encoding transponder squawking 0440. This is the code that has been established by letter of agreement with Reno TRACON as a standard code to identify gliders. This same code will also be used by tow planes any time they are trailing a tow rope behind them – with or without a glider attached to it!

TALK TO RENO APPROACH: Glider pilots should talk to Reno Approach when in high density air traffic airspace or about to enter that airspace. There are two frequencies to use to contact **Reno Approach: 126.3 in the north and 119.2 in the south**. These frequencies appear in a white box on current sectionals. The dividing line runs approximately through the Squaw Valley and Mustang VORs, or approximately parallel to I 80.

You will initially be making two calls: the first for contact, the second to convey your current situation and intentions. NOTES: ***1) Reno Approach has requested that we use ONLY airports that are shown on the sectional chart to reference our position. Radar screens in Reno Approach do not show geographic features like the Pine Nuts or Job's Peak, so do not use them as reference. 2) Make sure you LISTEN for several seconds before you key the mike to speak so you don't accidentally "step" on anyone already communicating with approach.***

Example:

RENO APPROACH, GLIDER Nnnn. *(use your N number NOT your tail letters)*

After Reno approach acknowledges, continue with the following:

GLIDER nnn NEGATIVE TRANSPONDER (or SQUAWKING 0440) TEN MILES EAST OF MINDEN CLIMBING THROUGH ONE-TWO THOUSAND, EXPECT ONE-SIX THOUSAND, WILL PROCEED SOUTHEAST.

When you leave the thermal and start to fly down the Pine Nuts (e.g.) make a third call:

RENO APPROACH, GLIDER nnn, ONE-SIX THOUSAND, HEADING SOUTH, FREQUENCY CHANGE REQUESTED.

After Reno acknowledges, you may switch frequencies such as 123.3. You may elect to stay on their frequency or they may ask you to remain on frequency until out of their radar range.

WHERE YOU NEED TO BE IN CONTACT: Contact Reno Approach when in or about to enter high density traffic airspace as described above. In general that is at any altitude within 20 NM of RNO, and above 10,000' when within 40 NM of RNO. Beyond 40 NM or outside the boundary of the Reno radar coverage area depicted on the chart, you will no longer be seen on Reno's radar and will likely be out of VHF radio range. You can contact Oakland Center on 127.95 if you are flying in airspace that is frequented by high speed traffic outside of this area. Extension of the approach routes beyond 40 NM is an indicator of where to expect high speed traffic. In these areas, this traffic will be descending and preparing to be handed over from Oakland Center to Reno Approach.

Radio Communications and Etiquette:

If you monitor 123.3 during the cross country season you will hear a lot of "non-traffic chatter," that is, pilots exchanging non-essential information. This can be dangerous insofar as it prevents the exchange of information concerning potential traffic conflicts. This is especially so when flying in the vicinity of the White Mountains where it is recommended that glider pilots communicate on 123.5 using Procedure Alpha. During the peak summer season this can be a very busy area where closing speeds of approaching gliders can be in the neighborhood of 400 MPH. A briefing for Procedure Alpha can be found on the Soaring Safety Foundation web site under Presentations/Safety (http://www.soaringsafety.org/presentation/safety.html). This procedure is very specific about what and where to report.

We recommend, and fellow glider pilots will be appreciative, if you hold "chatter" to a minimum on these frequencies (123.3 and 123.5). Consider using 122.75 or 122.85, which are designated air to air frequencies, to chat with your friends. But please remember that you need to be on 123.3 (or 123.5) when you are flying in high density GLIDER traffic areas.

It is also important to know that 123.3 has been published in several places as a frequency used by glider pilots in this area. As a result, pilots of some high speed traffic approaching Carson City and Reno have begun to make traffic advisory calls when descending over the Pine Nuts and Dogskins. We consider this a positive action on their part and encourage them to continue. If you hear a call from power traffic on a descent into Carson City or Reno and think you might be in their general vicinity, please respond with your altitude and general location (e.g. west side of the Pine Nuts, 15 miles southeast of Minden-Tahoe airport at 14,500 feet). If you hear a traffic advisory in another area, make sure you use an airport or an intersection to identify your location.

NOTE: *Anytime you are on an approach frequency, have talked to approach and wish to change frequency temporarily - to talk to other gliders on 123.3 for instance – ASK APPROACH CONTROL FOR A TEMPORARY FREQENCY CHANGE AND LET THEM KNOW WHEN YOU ARE BACK ON THEIR FREQUENCY!*

Example:

Reno Approach, glider 234 requests off frequency for two minutes. *(Reno responds) – Glider 234 frequency change approved. Report when back on frequency.*

Reno Approach, glider 234 back on frequency. *(Make sure you **listen** before you report back on frequency so you don't step on another communication).*

Description of Reno Arrival and Departure Routes:

With a wind from the north, Reno Approach typically uses runway 34 for arrivals and departures. When the wind is out of the south they will usually use runway 16. Each has its special considerations for gliders flying out of Minden, Truckee or Air Sailing. BE AWARE that the "lines" on the chart that represent these approach routes are only guidelines. Traffic can be up to 10 miles on either side of these "lines" and can be anywhere on clear days if cleared for a visual approach.

If you are high enough to see Reno you will probably be able to hear the ATIS (135.8) so you will know which runway is in use and what the Reno altimeter setting is. Listen to ATIS when you are high enough to see the airport, and BEFORE contacting Reno Approach.

DEPARTURES: Departing jet traffic will usually climb into Class A airspace within 20 miles of the airport (Carson City to the south and AirSailing to the north). Lower performance aircraft traffic may remain in Class E airspace in these areas.

SOUTH: When Reno traffic is departing to the south they will normally climb straight out in the direction of Carson City until approximately 10,000' over the south end of Washoe Lake or Virginia City, then continue straight ahead or begin to turn east or west depending on their destination. Traffic may be in the vicinity of Slide Mountain on a west departure and along the I-80 corridor toward Silver Springs on an east departure.

NORTH: On a northerly departure, traffic will climb to 10,000' just east of Stead and then begin heading northwest, directly northeast or south, northeast and southeast via the Mustang VOR.

STRAIGHT-IN RUNWAY 34 (Southern) ARRIVALS: Arriving from the south, high speed traffic will frequently be brought to an intersection directly south of Minden at approximately 14,000', then directed to fly a straight-in approach that will put them over Carson City at approximately 12,000'. This puts high speed traffic at glider altitudes over Minden, Carson City, and east of Truckee. You should expect this traffic and be in radio contact with Reno Approach if you are in the same airspace.

STRAIGHT-IN RUNWAY 16 (Northern) ARRIVALS: Arriving from the north, traffic will be vectored to an intersection at 12,000', then to intercept the ILS localizer for a straight in approach to runway 16. The traffic will often be told to "intercept the localizer for a straight in approach". This puts them in the same airspace as gliders thermalling over the Dogskins. You need to be in radio contact with Reno Approach when you are in this area.

CIRCLING RUNWAY 16 (Southern) ARRIVALS: Traffic arriving from the south when runway 16 is in use will be vectored over Mustang VOR (near Sparks), then north of the airport for a left turn back to runway 16. This approach often puts traffic directly over the Pine Nuts and Dayton on a heading for the Mustang VOR. It also will put gliders flying south of Air Sailing or along the Pyramid Range in the same airspace as the Reno arrivals.

NORTHEAST RUNWAY 16 ARRIVALS: There are a significant number of arrivals on the ANAHO Arrival l (flying over Anaho Island on Pyamid Lake) from the northeast that intercept the ILS localizer for a straight-in approach to runway 16 approximately 10 miles south of PYRAM Intersection. They may be descending between 12,000 to 8,500 feet crossing Warm Springs Valley, putting them in proximity to glider traffic flying south out of Air Sailing directly over Dogskin Mtn.

SOUTHWEST RUNWAY 16 ARRIVALS: This traffic will be coming from the vicinity of the TRUCK intersection and crossing over Stead descending to 8,500 feet to intercept the ILS localizer for a straight in approach to runway 16.

Intersections and VOR's on the San Francisco Sectional near Reno:

Name	Location	Coordinates (apprx)
Halle	West of north end of Dogskin	39:55.4N, 119:57.0W
Pyram	South end of Dogskin Mountain	9:53.8N, 119:45.3W
Nicer	Southeast of AirSailing	9:44.8N, 119:39.9W
Wadds	In between Nixon and Waddsworth	39:43.5N, 119:19.1W

Verdi	East of Verdi Peak (almost into Class C)	9:29.0N, 119:55.0W
Truck	North of Truckee, near Stampede Reservoir	39:27.9N, 120.09.6W
Chime	Just north of Rabbit Dry Lake	39:21.4N, 119:26.0W
Vikes	Just east of Virginia City	9:18.0N, 119:35.4W
Ryann	East of Dayton (north of Yerrington)	39:14.0N, 119:16.5W
Marri	Just east of Alpine Cty Apt.	38:46.0N, 119:42.0W
Richy	Over the south end of Lake Tahoe	39:00.1N, 120:01.0W
Mustang VOR	Just east of the north end of RNO	39:32.5N, 119:39.2W
Hazen VOR	Between Tiger and Fallon NAS	39:31.5N, 118:59.8W
Squaw Valley VOR	Top of Squaw Valley ski resort	39:11.1N, 120:16.0W

Note that aircraft flying under IFR (instrument flight rules) will report their position as off the xx radial of a specific VOR. This is how they will communicate with approach control.

Frequently Asked Questions:

1) This is going to be too much work. It will keep me from being able to concentrate on flying

If you are not used to communicating with Air Traffic Control, as all power pilots are, it may take a bit of practice before it becomes instinctive and does not distract you from flying the plane. Try listening to and communicating with Reno on a few local flights to become more comfortable with the procedures.

2) What if I am in a gaggle and need to be on 123.3 for safety?

Request a frequency change before entering the gaggle. Let the controller know that you are requesting the change to enter a thermal to climb with other gliders. If there are 3 or 4 gliders in the gaggle and at least one glider has a transponder, Reno may request that you return to their frequency only when you leave the gaggle.

3) What do I do if the controller does not acknowledge me?

Controllers may not respond right away for several reasons. They may be busy with other traffic that is in a more critical than you are at the moment. They may not hear you if you are out of range or have a weak radio. If you do not get a response after your second attempt, broadcast your position as if they had responded (GLIDER N1234 TEN MILES EAST OF TRUCKEE CLIMBING THROUGH ONE-TWO THOUSAND, EXPECT ONE-SIX THOUSAND, WILL PROCEED SOUTHEAST). When you get higher or closer to Reno, try calling them again. If you suspect that you are being ignored, note the time and call Reno TRACON (775-784-5582) when you get on the ground let them know what happened.

4) Should I talk to an airliner if I know that I am being called as traffic to them?

You should not talk to ANYONE other than Reno Approach on the approach frequencies. It would be appropriate to tell Reno Approach when you have traffic, such as an airliner, in sight.

5) Will airliners be descending through clouds below 18,000 feet?

Absolutely! Most airliners will be flying on Instrument Flight Plans which means they do not have to stay away from or out of clouds.

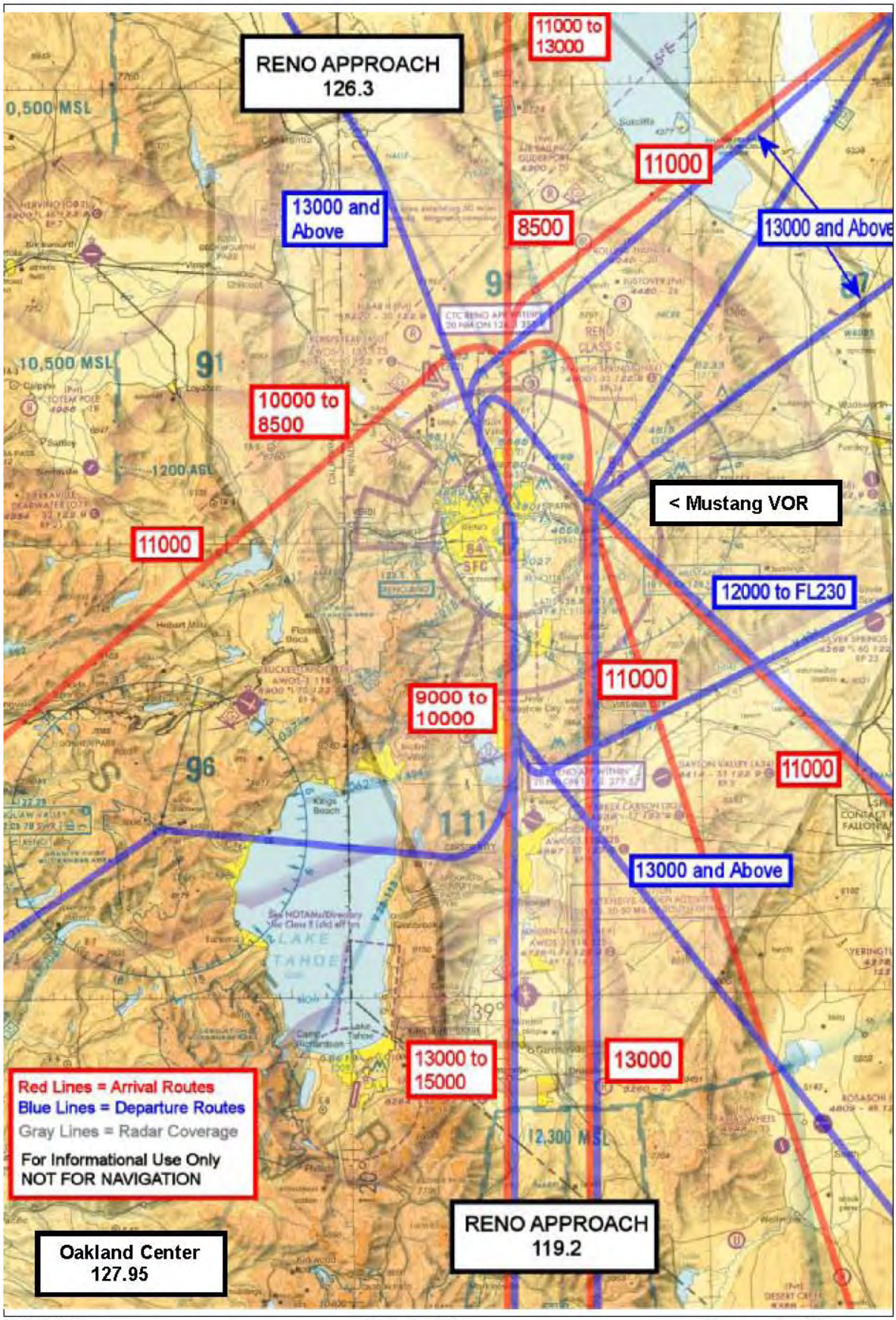
Talking to Air Traffic Control

The following tables are included to assist glider pilots unaccustomed to talking with ATC to know the 'jargon' and practice various scenarios of ATC communication so that they can develop confidence interacting with ATC. This information has been kindly supplied by Mike Schneider, one of the long time volunteers and key members of the NCSA at Byron. Mike's spreadsheets are excellent and I have reproduced them here verbatim- they are well laid out and self explanatory – I found them extremely helpful to read and I thing think the general membership will get a lot out of studying this information and get confidence boost that comes with more familiarity with the 'standards' for communicating with ATC. (Ed)

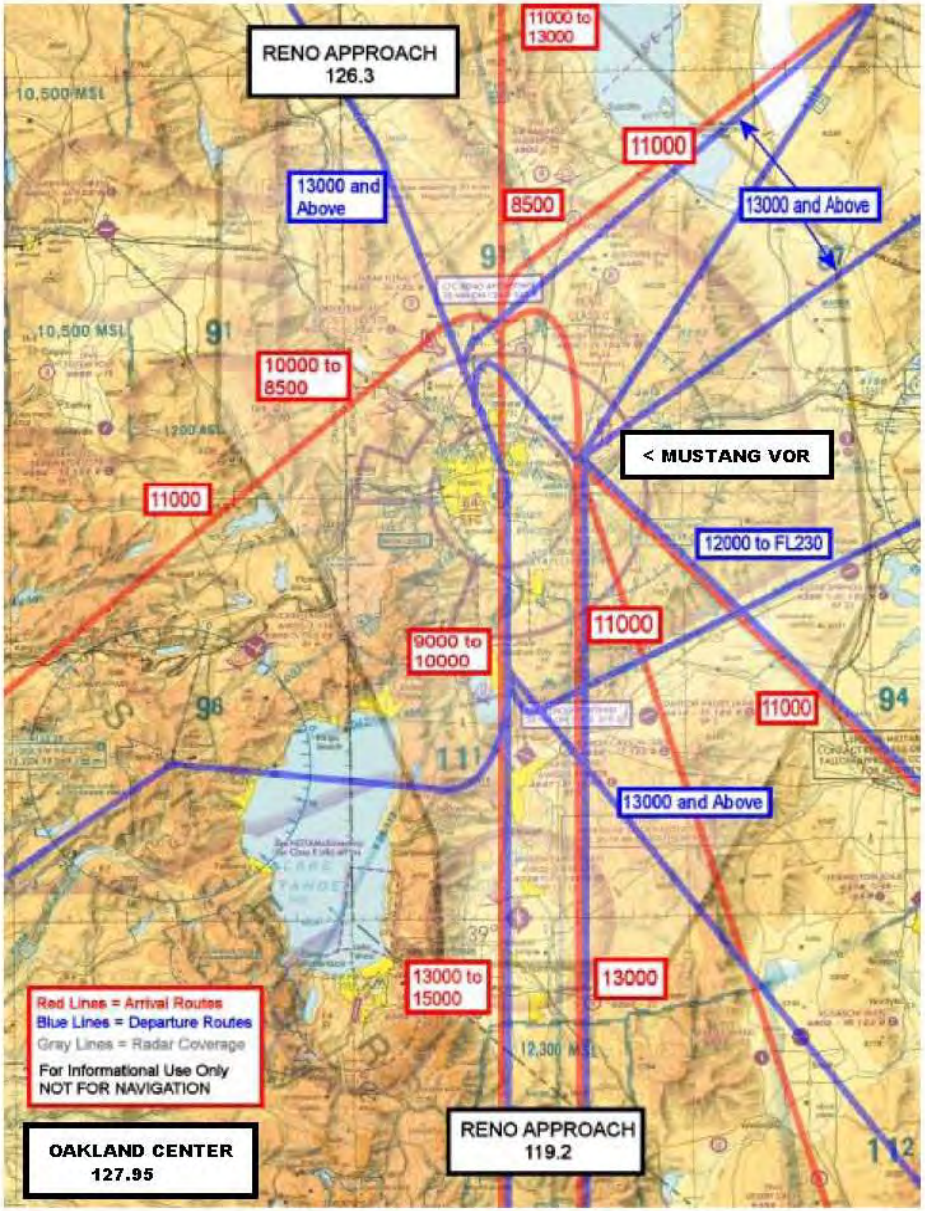
Lingo	specifics	explanation
Squawk	zero four one five	set 4-digit transponder code to 0415
Ident		press your transponder's Ident button/switch--you show up in a "special" mode on radar
Radar Contact		You've been positively identified on radar and are being tracked
Radar Contact Lost		typically, you're below radar coverage behind a mountain--don't worry.
Squawk standby		turn your transponder to standby (or off, if you don't have a standby setting)
Reset transponder		turn the transponder off, then back to ALT (typically because it isn't working right)
mode-C		transponder altitude readout
Flight Following		If you elect flight following, you'll be assigned a unique squawk code and ATC will call out traffic
Roger		I have received your last transmission
Affirmative		don't say "yes"
Negative		don't say "no"
Localizer		electronic beam paralleling the runway, through the centerline--used for ILS approaches
Maintain	at or below 8000	ATC commands this (altitude)
Unable		Use this word to tell ATC you can't comply with ATC instructions
Radar Service Terminated		ATC will no longer be providing radar (flight following) services, either because they lost you on radar, or got too busy to mess with you, or whatever--you're on your own
Reset Transponder	squawk one two three two	reset your 4-digit transponder code to 1232 (don't ask why)
ASOS/AWOS	mechanical voice	Byron Airport automated weather observation zero one five five zulu weather--wind two zero zero at one three, visibility five sky condition one thousand four hundred broken, temperature one seven celsius, dew point one three celsius, altimeter three zero one four
ATIS	pronounced ATE-TIS often a human voice updated once per hour or more often if needed	Livermore tower information Bravo, two three five two zulu, wind one five zero at two eight, visibility four, light rain, ceiling two thousand one hundred scattered, four thousand broken, temperature two one, dew point seven altimeter two nine nine two, ILS runway two five right approach in use, landing and departing runways two five right and two five left, birds north of the field, crane operating two miles west of the field to six hunderd MSL, two hunderd AGL, advise on initial contact you have information Bravo

	Who you're talking to	Who you are	Where you are	What you want to do	Any additional info	Typical ATC Response
Uncontrolled airport traffic pattern	Byron Traffic	Glider Eight One Charlie	Entering on the fourty-five	Right Traffic Three Zero	Byron	
Landing at an airport with a control tower	Livermore Tower	Glider Eight One Charlie	Five Miles to the North	transitioning to the south through your class delta	we have alpha	glider eight one charlie ident. Remain at or above two thousand
Flight through class delta airspace	Livermore Tower	Glider Eight One Charlie	Five Miles to the North. Low.	Inbound for possible landing		glider eight one charlie say altitude. Make right traffic two five right
Flying around Class C Airspace	Reno Approach	Glider Eight One Charlie	Pyramid Intersection One Three thousand four hundred squawking zero four four zero	proceeding southwest to Silver Springs		Glider eight one charlie remain clear of class charlie, would you like flight following?

Flying from Air Sailing to Stead	Reno Approach	Glider Eight One Charlie	Pyramid Intersection Nine thousand seven hundred	proceeding westbound to Stead across the localizer		eight one charlie ident, advise at or above one one thousand
Getting ATC's attention	Reno Approach	Glider Eight One Charlie			Request	Glider eight one charlie, say request.
flying Mt. Rose to the Pinenuts	Reno Approach	Glider Eight One Charlie	Mount Rose one one thousand eight hundred squawking zero four four zero	proceeding southeast across the departure corridor	slow descent	Glider eight one charlie traffic ten o'clock four miles, a seven thirty seven out of eight thousand
checking in on a new frequency (already in radar contact)	Reno Approach	Glider Eight One Charlie		checking in one zero thousand nine hundred		Glider eight one charlie, roger
	Reno Approach	Glider Eight One Charlie	Five south of Virginia city One Three thousand squawking zero four four zero	destination pyramid intersection	flight of three	glider eight one charlie have your wingmen squawk standby.
stopping to thermal	Reno Approach	Glider Eight One Charlie		will be maneuvering present position for altitude		Eight one charlie Roger
quit talking to ATC	Reno Approach	Glider Eight One Charlie		request frequency change		eight one charlie radar service terminated, frequency change approved squawk one two zero zero
temporarily change radio frequency to 123.30	Reno Approach	Glider Eight One Charlie		request off frequency for two minutes		Glider eight one charlie frequency change approved, report back
XC from Byron	NorCal Approach	Glider Eight One Charlie	Five miles north of Stockton three thousand one hundred	proceeding southeast	may descend into Stockton's class delta airspace but don't intend to land	Glider eight one charlie squawk four five one three
Diablo Wave	NorCal Approach	Glider Eight One Charlie	Two miles south of mount Diablo six thousand five hundred	will be operating two mile radius from present position--climbing		Glider eight one charlie squawk four five one three remain clear of class bravo
Diablo Wave no position report	NorCal Approach	Glider Eight One Charlie	Two miles south of mount Diablo six thousand five hundred	be advised multiple gliders will be operating with a two mile radius of my present position, maueuvering, for the next three hours		Glider eight one charlie ident. How many gliders will be operating?
Wrong Frequency	Reno Approach	Glider Eight One Charlie	Pyramid Intersection One Three thousand four hundred squawking zero four four zero	proceeding southwest to Silver Springs		Glider eight one charlie contact Reno Approach on frequency one two six point three


RENO APPROACH
126.3
11000 to
13000
11000
13000 and
Above
8500
13000 and Above
10000 to
8500
< Mustang VOR
11000
12000 to FL230
11000
9000 to
10000
11000
13000 and Above
13000 to
15000
13000
Red Lines = Arrival Routes
Blue Lines = Departure Routes
Gray Lines = Radar Coverage
For Informational Use Only
NOT FOR NAVIGATION
RENO APPROACH
119.2
Oakland Center
127.95

Cockpit Reminders for Gliders Flying in Airspace Around Reno, NV



ACTIONS:

- Monitor and contact Reno Approach when within 20 NM from Reno OR above 10,000 ft between 20 NM and 40 NM from Reno (high density traffic area)
- BEFORE contacting Reno Approach, listen to the traffic advisory on the Reno ATIS frequency **135.8** for runway in use and current altimeter setting
- BEFORE entering high density traffic area, from the bottom or horizontally, contact Reno or Center on the appropriate frequency-
  Reno approach 126.3 – North of I-80 119.2 – South of I-80
  Oakland Center 127.95 (when beyond 40NM of Reno above 13,000 feet)

1 – Identify yourself:
Reno Approach. Glider Nnnn
2 – After Reno acknowledgement/response:
Glider nnn, X miles (direction) of XXX (airports on sectional only!) squawking 0440 (or negative transponder) climbing though xx thousand, expect xx thousand msl. Will proceed (direction).
3 – When you are ready to move on:
Reno Approach, Glider nnn departing xx thousand heading (direction). Frequency change requested.

Example:
Reno Approach. Glider N1234,
(Reno responds – "Glider 234 go ahead")
Glider 234, 10 miles northeast of Minden-Tahoe Airport squawking 0440 climbing through 9 thousand expect 15 thousand. Will proceed south.
(Reno responds with acknowledgement and instructions – .report when you proceed..")
RNO Approach. Glider 234 departing 14.3 thousand, heading southeast. Frequency change requested.

*NOTE: If you wish to change frequency temporarily - to talk other gliders on 123.3 for instance – ASK APPROACH CONTROL FOR A **TEMPORARY FREQENCY CHANGE** AND LET THEM KNOW WHEN YOU ARE BACK ON THEIR FREQUENCY!*

Example:
Reno Approach, glider 234 requesting off frequency for two minutes.
(Reno responds – "Glider 234 frequency change approved. Report when back on frequency")
Reno Approach, glider 234 back on frequency.

NOTE: The "**Procedure Alpha**" frequency to use on the White-Inyo Mountains is **123.5**. Get a full briefing from the SSF web site under Presentations/Safety.

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AVENAL SPRING CONTEST 2007

This was another fun contest put together by Mario Crosina and the members of the Central California Soaring Club (at Avenal) in May– the turnout was lower than normal – I think mainly due to the proximity of the 15m Nationals in Mifflin, PA, coupled with the significant influx of extremely expensive ASG29's just in time for the Nats (Ray Gimmey, Gary Ittner, Pete Alexander amongst the contest crowd, with a couple of others as well). What happened to the heady days of a strong dollar? These (very nice) machines new cost twice what my trusty LS8a is worth.. A sobering observation that keeps me very happy with my little kiddy sized Std class glider.

What of the weather? The contest was held Th, Fr, Sat, Sun – a great way to get 4 days of flying in with minimal vacation penalty – Thursday and Friday were frontal transition days – Thursday was characterized by a frontal approach , darkening skies and surprisingly good lift under the clag with no sunlight (convergences!!) – Friday was post frontal and somewhat weaker – rewarding the pilots who were brave enough to venture into the Hernadez /Priest Valley mountain area. Saturday was a complete blowout – it was impossible to even tow the gliders to the grid with any safety – 'dust-dunes' forming around the wheel wells of the gliders. Sunday was a weak-ish blue day with a nasty thick cirrus blowing over us from the NE.

As always, the contest was extremely enjoyable, sociable and relaxing, providing the early season calibration and rust removal for most of us. A photo collage follows – freely stolen from the CCSC website at www.soaravenal.com photos by Harold Gallagher.

Mario Crosina

Saturday's Blowout

Hanna and Jack – two young glider pilots!

Dave Greenhill

Tow pilot Dr D

George Thelen (aka Flabby) of Soaring Mag fame..

2007 PASCO Sawver 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)
Password = Minden

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