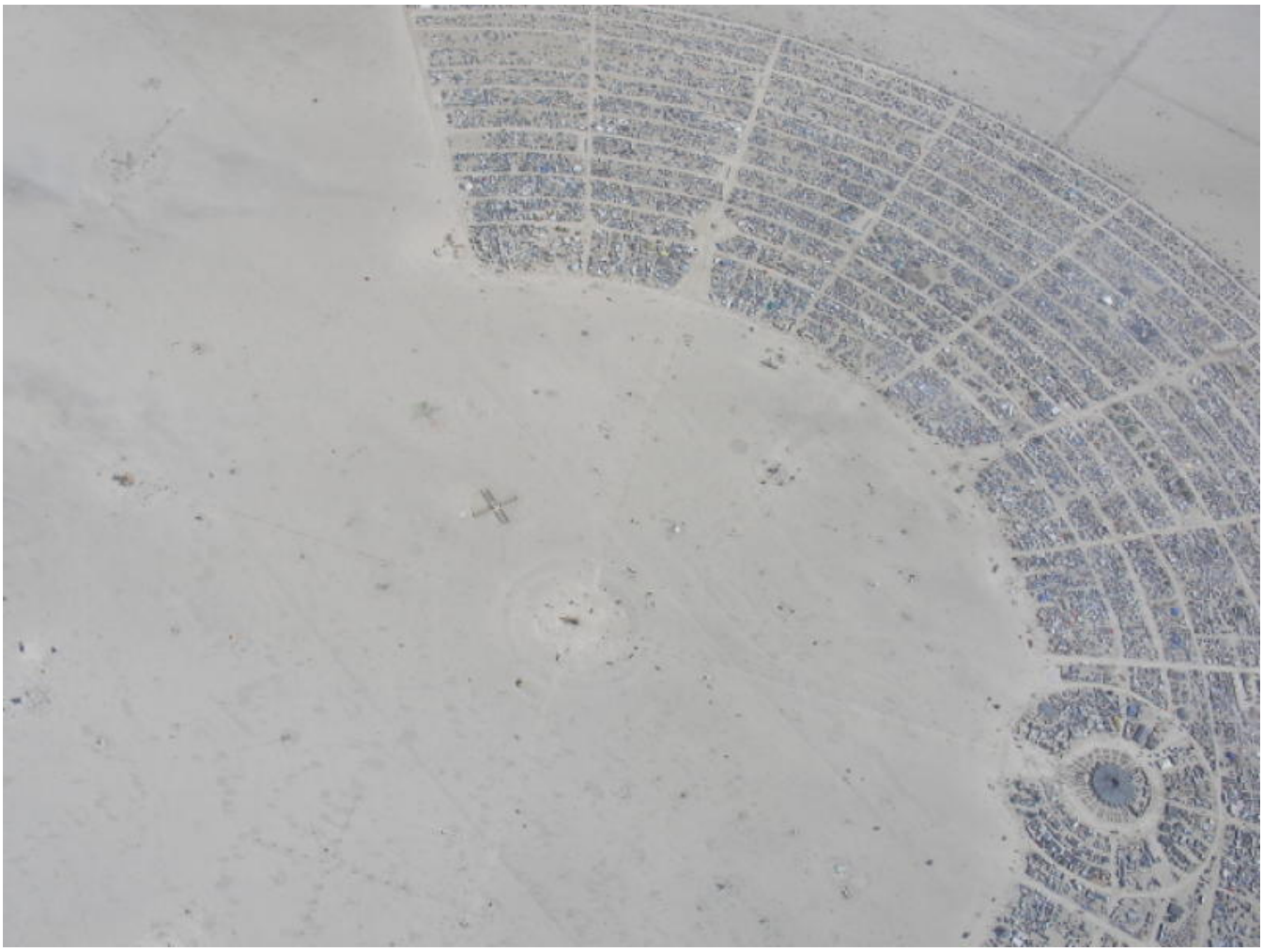
Sept 2007

e-WESTWIND



Burning Man 2007 (Gerlach, NV) from the Air – Ramy Yanetz

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2007 WOMENS SOARING SEMINAR
THE SILENT CHALLENGE

CALENDAR DATES

PASCO Safety Seminars and Annual Awards Banquet
Sat Nov 3rd Oakland Aviation Museum

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.

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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 P.O. Box 30863, Honolulu, HI 96820.,	Dillingham Field, Oahu, HI. soarhi@lava.net	808 637-3147
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 http://www.williamssoaring.com/	Williams GliderPort 2668 Husted Road, Williams, CA 95987	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 PO Box 361 Minden, NV 89423 www.mindensoaringclub.org	Minden Tahoe Airport	Leo Montejo	
Mount Shasta Soaring Center	Siskiyou County Airport, Montague, CA	Gary Kemp,	530-934-2484
Nevada Soaring Association (NSA) -	Air Sailing Gliderport, NV.	Vern Frye	775 825-1125
Northern California Soaring Association (NCSA)	Byron Airport, Byron, CA.	Mike Schneider	925 426-1412
Silverado Soaring Association	739 Pepper Dr. San Bruno, CA 94066;	Paul Wapensky WapenskyPJ@mfr.usmc.mil	650-873-4341
Valley Soaring Association (VSA) -	Williams Glider Port 2668 Husted Road, Williams, CA	Peter Kelly	707 448-6422

WORLD WIDE WEB ADDRESSES - REGION 11

Soaring Society of America	http://www.ssa.org
Pacific Soaring Council	http://www.pacificsoaring.org
Air Sailing Inc.	http://www.airsailing.org
Jim and Jackie Payne - FAI Badge Page	http://home.aol.com/JPAviation
Bay Area Soaring Associates	http://www.flybasa.org
Central California Soaring Club	http://www.soaravenal.com
Las Vegas Soaring Center	http://www.lasvegassoaring.com
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

THE 2007 PASCO SEMINARS, AGM, BANQUET AND AWARDS CEREMONY

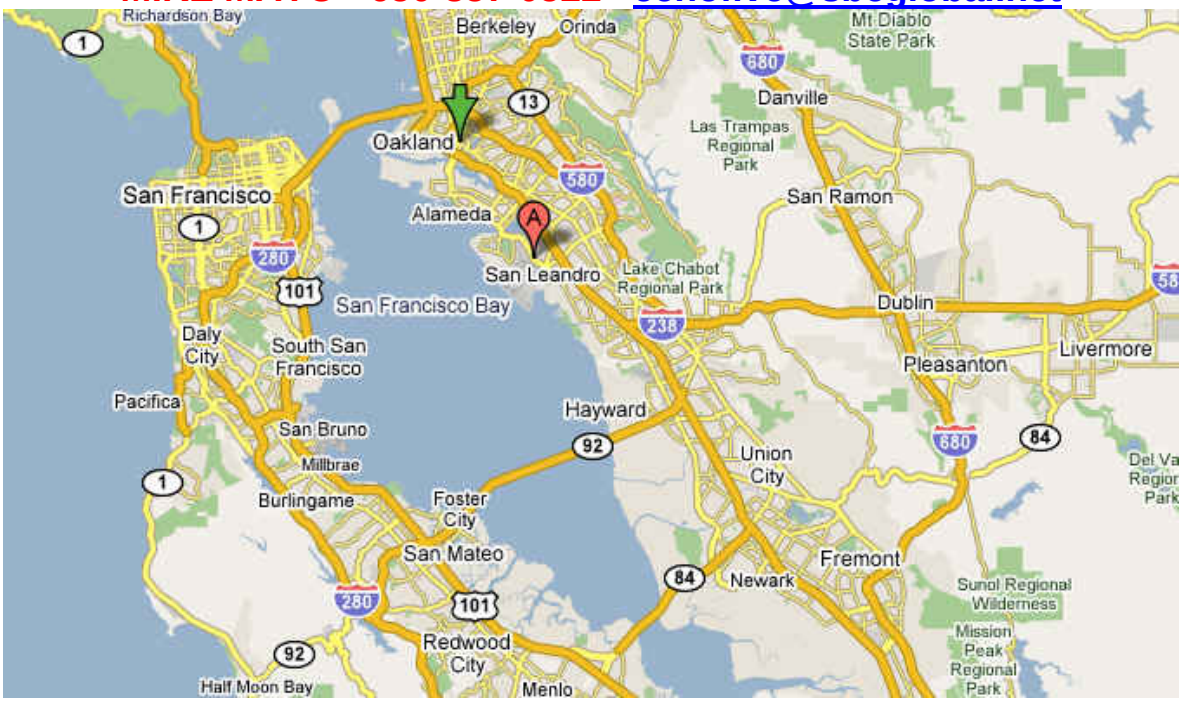
Western Aerospace Museum, Oakland, Saturday Nov 3rd.

Seminars 9am-5pm, Cocktails 6-7pm, Dinner and AGM, Awards, 7-10pm

Seminars will include 'flying near the terrain', a report on the 18m Pre-Worlds, 99%safe maneovers and more…

PLEASE RSVP SO WE CAN PLAN THE EVENT

MIKE MAYO - 650-857-0522 echofive@sbcglobal.net



Geoff Loyns (by Jim Herd)

Our very good friend, Geoff Loyns, took his last thermal on Friday Aug 10th. Fittingly, at Boundary Peak in the Owens Valley , near Bishop, California . He knew and loved this entire area better than anyone I know.

He was flying a well-trodden path in his Ventus motor glider ("BM") from Minden , Nevada , southeast. He was about 80 miles outbound at about 3 p.m. when he was last heard from on the aircraft radio. He was at about 17,000 feet and doing O.K. at that point. No other radio calls were heard and when he did not call in or return on Friday evening the alarm was raised early on Saturday. It would not have been uncommon for a glider to have made an unplanned out-landing at a remote place with no radio or cell phone coverage. In the past, pilots have just spent the night in the cockpit quite comfortably and walked to get help the next day.

The search on Saturday involved the Civil Air Patrol in what they call a "route search", however, no-one really knew where Geoff was going on Friday. He was basically flying solo that day. However, there were a few other gliders in the air and they all talked intermittently to give position reports. A handful of private powered aircraft also took to the skies on Saturday and searched a very wide area down to Bishop and Lone Pine and over eastwards to Tonopah and Hadley. No joy.

By late on Saturday everyone was becoming very worried since there were no sightings and no radio or phone contact. On Sunday morning at 6 a.m. about a dozen pilots and other concerned folks gathered at the Minden airport restaurant to augment the Civil Air Patrol. The CAP guys had decided to change tactics to what they call a "grid search". They have the entire state mapped out in grid segments precisely for this purpose. They train for just such a scenario.

Some concerned private pilots and their observers decided to concentrate on the likely areas of flight, armed with knowledge of the terrain and the weather on Friday, and Geoff's soaring habits. Several of us know Geoff's flying patterns very well. The soaring weather conditions were not good on Friday - mediocre lift and moderate SW winds with almost no clouds. This is a recipe for turbulence and Geoff knew that better than anyone after tumbling his hang glider and descending safely under canopy about 20 years ago. So the hunch was that he would not have gone too far off the beaten path where lift is usually best. About 5 private planes fanned out to the south east. The wreck and debris was found at approximately 8am on Sunday morning, almost buried amongst the small trees. It was at 10,300 feet and about two miles west of the peak - the top of Boundary Peak is at about 13,500. The site is just below the tree line, very steep with small trees and in an open area – not deep in a canyon.

Within minutes the GPS coordinates were relayed to CAP and then to Fallon Naval Air Station. The navy had a fully-equipped helicopter in the air in 40 minutes. The worst case scenario was confirmed about an hour later.

Sadly, Jim Herd

2007 Region 11 Contest Minden, NV.

By David Greenhill

Only 13 gliders showed up at Minden. A discussion was held around either flying Sports and 15m, or just Sports Class. Some didn't want to fly with water so preferred Sports especially seeing as the weather had been weak for the practice days. After some arm twisting and discussion a compromise was struck. A no water 15m class was called with 6 competitors. The field may be small, but with several experienced nationals level pilots it was high caliber. I find it surprising that Parowan can have a sold out contest - with most of the pilots coming from the region & people outside the region getting wait listed. Minden should be able to draw a bigger crowd too. However we seem to have a dearth of new faces. It was good to see Larry Roberts coming to his first competition at Minden. Where is everyone else ?

I'd love to understand why. We're blessed with some of the best soaring conditions anywhere in the world yet we're not breeding a new generation of competition pilots. A regional contest is with in the grasp of anyone who can fly cross country. You learn a huge amount by being around better pilots. I found that through contest flying my speeds and distances have improved a lot. Just seeing what can be done helps everyone to improve. You don't have to be flying to win to get a lot out of it. So don't be shy next time and come and join in the fun. If you need to it is easy to find an experienced competition pilot to mentor you.

Patron Saint of Region 11 – Karol Hines

Day1 Doug Armstrong was there is person to give the weather. We're on an improving trend with the possibility of a little moisture coming in over the Sierras. Otherwise blue, he doesn't seem too optimistic, he just says it will be a bit better than yesterday.

To start with the conditions seem weak. The sniffers can barely stay airborne. So the launch is pushed back to 1pm, then 1.15pm. Sports class has a 2.5hr MAT and 15m 3hrs, both with Sweetwater as the first turn then we are on our own.
In the air the first few thermals in the valley were very weak. My first thermal tops out at only 7200'. Slowly pushing toward the windmill start the conditions marginally improve to 8000'. Then just beyond the 5 mile start cylinder a good one gets me to 11000' for a start at the top of the start cylinder. Moving south conditions look dicey toward the first mandatory turn at Sweetwater. I stop to climb with JJ and RV on the ridge that runs up to Mt Patterson. Then I take the plunge into the Sweetwater valley. We have to go some way past Sweetwater before connecting with a good climb. It turns out to be remarkably strong. Running further south there are good Cu. I climb to over 17000' and stop short because penalties are given from anyone exceeding 17500' (within 500' of the class A airspace). The next good clouds are towards Benton so many go that direction. Then come back to convergence North of Mono Lake, clocking up turnpoints. After a revision of the score I win the day at 84mph and Ray Gimmey is close behind at 82.54mph, Dale Bush is 3rd at 80mph.

In sports JJ Sinclair comes 1st in his Genesis with a handicapped 75mph. Richard (Dick) Van Grunsven comes 2nd in his Ventus 2CM, with a handicapped 72mph after a correction to the scoring program. Dick spotted the error based on his own estimate of the speed. My son Simon is here to be a line boy he's ecstatic to get a card from Dick - the President of RV planes.

Day 2 The improving conditions get a call of Turn Area Task to Bishop and Basalt. 15m have 10 miles radii on the turn points and Sports 20miles. First timer at the regional's Larry Roberts says he's never been south of Mono-Lake. A cloud street forms in the convergence zone East of Mono Lake then veering West over Glass Mountain towards the Sierras. Some opt to go the Whites, others follow the clouds then cut across the Owens Valley. Ray follows the clouds further than I do. I hit the Whites abeam Bishop. It's a little difficult to get up but I meet up with Steve Koerner East of Bishop and climb together. I run the Whites North, getting an incredible climb from just below the summit of White Mountain. The first turn gaining me almost 1000'. I then meet up with 7V (Ray Gimmey) and HAL (Hal Chouinard) at a cloud near Basalt. We climb then head North toward Hawthorne. On the way home a convergence cloud street develops from South of Mt Grant heading towards the Pinenuts. Ray romps home at 93.6mph to win 15m. Dick VanGrunsven wins Sports at 94mph (handicapped 79mph). In the evening we all head to the Basque restaurant JT's. My family is bilingual as my wife Anne-Marie is from France. We speak French to the owner - her Father moved from the French Pyrenees as a Shepherd, but then founded the Restaurant.

The grid – Rolf Peterson in the foreground

Day 3 The weather report is better again. An aggressive 3.5hr Turn Area Task is called with a 30 mile radius on Independence. Doug Armstrong warns that the strong SW wind will wash out down wind of the Sierras. The start is weak I trickle out of the start cylinder at 10000' below the maximum of 11000'. Then hit a strong climb on Mt Siegel. Most of the pack has already left. So I decide to not take another start and head out on task. Clouds form off Gimmey's bowl - the bowl at the South end of the Sweetwater range. A huge climb is found there. The convergence then forms on the East side of Mono Lake. After this is the big decision of the day. Head West following the clouds to the Sierra, or try the Whites which are mainly blue. I follow the clouds. There are huge patches of sink in the lee of the Sierras, but also some good climbs under clouds that are forming then getting torn apart in the 18kt SW winds. Clearly there is some wave influence going on, but not enough to set up a strong wave in the Owens valley. I meet up with PE (Rolf Peterson), just outside the turn area and turn 28miles north of Independence. Ray pushes a little deeper than I do. Turning back for home there is a gap to jump. I run down to 11000' then take a strong climb back to 17000'. From here following a track line 30 degrees east off course there is a good convergence back around the Mono basin. The convergence then bends back NW to clouds over the Sweetwaters. I take a last climb there and run for home.

Strong sink puts me 1000' below glide slope. I'm not particularly concerned expecting ridge lift off the end of the Pine Nuts. I get through the Notch with 500' to spare just below the top of the Mountain, but find nothing on the normally reliable SW facing slope. I begin to think I could be in trouble and dial down the Macready setting from 7 to 2, with barely a final glide into Minden. Right down in the foot hills of the Pinenuts I find strong lift, take a couple of turns and then am on a fast final glide home. From feast to famine and back again in the space of a couple of minutes. I'm first back at the airfield. Many gliders follow shortly after, including 7V. He gets the day at 81mph and I'm 1mph slower.

Day 4 We're set an interesting task of Mammoth Lakes and Mina each with a 20mile turn area. Neither turnpoint is in good soaring, however with the turn areas we get to make choices. I decide to head for the South East corner at Mammoth. This should let me follow the convergence around the East side of Mono Lake. However as I get there I realize this is a mistake. There is a big fat juicy Cu over Potato Peak just north of Mono Lake and more Cu on the other side. The smart money goes that way and has a direct route. It also has the advantage of keeping them on the west side of the first turn, meaning they don't have to go very far East into the Mina turn. After the first turn I get a good climb off the 11000' peak just below boundary peak. Then there is a long glide. I chase some small Cu north of track, but it doesn't work. So am forced to turn east into the blue and no obvious thermal source. The only thing I can do is go to Pilot mountain to the East of Mina. I burn off over 8000' getting there. At Pilot I find an acceptable climb and gladly take it back up to 14000'.

Dave Greenhill (16) and 2 out of 3 sons.

Then have to head almost due West way off course to a few Cu that are forming. The East-West ridge on the way gives a few bumps and no climbs, so I'm back down to 10,000' by the time I get there. Those who went further west in the turns go a lot faster. It could have been worse though GW gets trapped at Hawthorne - this is always a tricky place to be, with the down wash off Mount Grant, making it very hard to get across to lift on the sunny west side. He calls for his crew and decides to go home from there. DLB is flying consistently and now is a close 3rd behind myself in 2nd. Ray Gimmey extends his lead and now is unlikely to be caught.

The Gimmeys

Day 5 Karol Hines, our valiant CD, Manager, & Line Crew is nervous about the weather. The wind is forecast by Doug Armstrong to pick up in the afternoon. She's worried about shaking up the score sheet. I tell her I want to fly, Dale might over take me, but I don't feel like giving up a soar-able day, even if the conditions are worse than previous days. We get a 2 hr MAT. I see as much as 28kts out of 210degrees. It looks like this could turn into a wave day. I remember a previous Minden competition where Walt Cannon and Jim Indrebo turned in great winning speeds. However despite looking I can't find any organized rotor or wave, so after a while decide to stick with ridge and thermal. Everyone chooses to fly up and down the Pinenuts knocking up turn points. Pretty much everyone flies some combination of Topaz, Dayton, Double Spring Flat, Mine and Pinenut - all turn points close to the Pinenuts. Ray Gimmey turns in another good speed for the day of 64mph, for a well deserved win, and I hang on to second. Dale keeps third. The next 2 pilots Sergio and Walt Cannon have well over 4000 out of a possible 5000, so both flew really well and could have come higher.

In Sports it's a cliff hanger. RV takes a really late start at 3.15pm. His initial score is messed up because it shows an earlier start. However when corrected he just beats JJ to win the competition Many thanks to Soar Minden for providing tows and line crew. Karol Hines put in a tremendous amount of effort to organize the competition. Rick Walters took time off in his lunch hours and bringing one of his employees to help run wings. Last but not least thanks to my son Simon and his friend Louis, first time line boys.

15 meter Results					Day 5, June22		Day4, June21		Day 3, June20		Day 2, June19		Day 1,
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points	Rank
1	4982	7V	Gimmey, Ray	ASG-29	1	1000	1	1000	1	1000	1	1000	2
2	4731	16	Greenhill, David	Discus 2A	2	936	3	908	2	981	3	906	1
3	4600	DLB	Bush, Dale	Ventus 2A	3	869	2	934	4	970	5	868	3
4	4361	C2	Colacevich, Sergio	Discus A	4	842	5	857	6	898	6	848	5
5	4318	NT	Cannon, Walt	DIscus 2B	5	727	4	883	7	888	4	899	4
6	2787	GW	Koerner, Steve	ASW-27	6	0	6	0	3	980	2	941	6
G	969	89	Indrebo, Rick	ASW-27	6	0	6	0	5	969	7	0	7

Sports Class					Day 5, June22		Day4, June21		Day 3, June20		Day 2, June19		Day 1,
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points	Rank
1	4766	RV	VanGrunsven, Richard	Ventus 2CM	1	933	2	973	3	907	1	1000	2
2	4703	JJ	Sinclair, John	Genesis II	2	783	1	1000	2	946	2	974	1
3	3692	PE	Peterson, Rolf	ASW-20	3	51	5	876	1	1000	3	954	4
4	3262	HAL	Chouinard, Hal	ASH-26E	4	0	3	910	4	889	5	788	5
5	2637	1CR	Reinholt, Craig	Discus 2B	4	0	4	890	5	0	4	915	3
6	1656	YE	Roberts, Larry	ASW-27	4	0	6	728	5	0	6	284	6

2007 Air Sailing Sports Class Contest

(Hal Chouinard)

This year I attended the Air Sailing Sports Contest where, according to tradition, the winner is awarded the "privilege" of organizing the contest for the next year. After a great week of flying in the Sierras I am now looking up at the beautiful trophy over my TV set facing the reality that next year I will be putting the event together. Up to this point my volunteering efforts in the sport have been confined to cooking chicken and buying a few donuts! Hopefully those donuts will pay off and I can convince the competent and loyal group of Air Sailing volunteers, as well as pilots, to come back next year to continue this wonderful tradition.

Last year the contest was won by John Sinclair (JJ) in a tightly contested battle. John had to withdraw from running the contest but was able to secure the services of a past winner Chad Moore. Chad had some minor problems with his glider that prevented his flying the first two days of the contest but in spite of this he showed up to run the event. We hope to see Chad next year as a contestant and of course to deliver the daily weather briefing.

Bob McKay was the contest director and also served on the competition and task committee with Mike Green (MG) and Rolf Peterson (PE). Dale Thomson (DND) was the official photographer and published the daily reports to the SSA website. You can see some of the great photos and Dale's write-ups on the SSA website

(http://www.ssa.org/members/contestreports/contestresults.asp?to=7/30/2007).

Dale was also crewing for pilots Roger Harris and Rolf. Lee Edling was the Operations Director/Safety Officer as well as tow pilot with Bob Stone (Stoney). Our Gate Director and Scorer was Pat Downing. Weather was handled by Chad with assistance from Doug Armstrong. Norma Burnette ran the radios each day tracking the progress on the contestants and making sure we had our wheels down and locked at the end of each flight. Norma also was in charge of organizing the nightly meals and the banquet. Varian Harris, was there each day to assist in the launch and David Volkmann provided sniffer duties on several of the contest days. Without all these people, and others I probably have overlooked, a contest would never get off the ground and they deserve special thanks for dedicating their time to this event. The reputation of Air Sailing as "a good place to enter your first contest" is accurate but you will also find some very fine pilots and challenging tasks at this event. I still remember last years "Banquet Task" to Gerlach and this year our last day was just as tough!

Daily Routine

One of the nice things about contest flying is you assemble your plane once and other than dealing with

the O2 and batteries it is ready to roll out for the next day. The tie down areas are close to the runways with ample space for a large number of gliders. Meetings are held in the Air Sailing Club house which is fully equipped with a wireless internet connection, a large library of videos, magazines and some interesting photo albums covering Air Sailing's history.

At 10am it is time for the daily Pilot Meeting consisting of a safety talk, weather briefing, previous day winner's speech and finally the announcement of the day's task. During the contest we had safety briefings by John Downing on care and feeding of the parachute, Rolf Peterson on landing out and Chad Moore on survival kits. At the conclusion of the meeting there is time to ready your plane and position it according to the assigned launch order in what is referred to as "grid" time. Air Sailing has a small fleet of golf carts and with everyone helping this process went smoothly.

When the planes are on the grid the Contest Director (Bob McKay) usually holds a brief pilot meeting to discuss the tasks. For each day there are several backup tasks that can be announced prior to the gate opening. Decisions the CD and the task committee make are designed to improve the safety and the success of the pilots in the contest.

Red and Blue tow handled the daily launch in short order. The standard tow is 2000 feet and depending on the wind direction you can be released close to the slopes of the Dog Skins or Red Rocks. If you are uncomfortable thermaling close to terrain it is possible to ridge soar or find lift over the valley. Other than a mechanical problem I do not believe we had any relights.

Fifteen minutes after the last glider is launched the gate is opened. We used a five mile start circle and a maximum altitude of 5,600 agl. I had my problems on three days staying under the height limit two minutes before the start. Minor infractions cost you 25 points so it is a good idea to bring a stop watch. We had a great week of soaring with excellent speeds by all contestants. The following is a brief description of the daily tasks:

Practice Day

The practice day is a flurry of activity with pilots registering, paying for fees and assembling their planes. It is a good idea to take advantage of the practice day to work out the last minute bugs and make sure you are ready to race on day 1.

On Sunday the task was a modified assigned type with the first and only turn point designated as Rabbit Dry Lake. On this type of task (MAT) the pilot is free to select to fly to additional turn points after making the assigned point/s to accumulate distance/speed points. This task had a minimum flight time of 2.5 hours. If you fly longer there is no issue but shorter flights are scored by dividing the distance by the minimum time. Typical of a practice day we had good conditions with most of us heading south on the Pine-nuts with Matt Herron Jr.(JLH) and Morteza Ansari (EP) going as far as Lee Vining, logging 272 miles.

We all returned successfully to enjoy a wonderful meal (grilled Pork, green Salad, zucchini torte and desert) prepared by our radio operator Norma Burnette. Norma arranged all the evening meals, where each night the contest dinner was hosted and prepared by either a contestants or one of the contest personnel. This is a great time to exchange the stories of the "Good Old Days" with the many interesting veterans of Air Sailing. If you are new to contests, or the area, the evenings are excellent opportunities to seek advice on soaring in the Sierras.

The desert can be hot during the day but the evenings are cooler and the sunsets and scenery can be spectacular. Many of the contestants stay in motor homes or trailers, some of which can be rented from Air Sailing. I stayed in Reno at one of the casinos ($35/night) but next year I am opting to stay right at Air Sailing.

Monday – Day 1

This was the weakest day of the contest with high cirrus clouds covering most of the sky. There was some instability as Cu's were forming under the cirrus however due to the unusual weather pattern it made course selections difficult. The task was similar to the practice day heading first to Rabbit Dry Lake. Many of the pilots turned around at Rabbit and headed back north to better looking Cu. I decided to head south toward Yerington and patches of sunlight where I was fortunate to find lift by Rosachi. I continued north finding good lift at the south end of the Pine Nuts, climbing to 15K. I touched Flying Mouse and headed east to Hilton climbing up on the Mt Grant ridge before returning to Air Sailing to record a handicap speed of 56.41. Russell Holtz came in second with 44.65.

Our score keeper Pat was going crazy reading our landing cards. Many of the pilots (my self included) were not aware that some of the entries in the turn point file are airports or designated emergency landing fields and these do not count for scoring. When entering a contest take time to study the turn points, restricted airspace and contest rules as one mistake can but a major dent in your score. One contestant with the nickname "Mr FAA" was using nautical miles instead of statute miles and nicked the Reno class "C" airspace. He was comfortably over the height limit but during a contest flying over a restricted area is not allowed.
Monday's dinner was a combination of steak, chicken, corn on the cob, salad and a variety of ice cream served up by Mike Green, John Apps, and their friends Kate and Dale.

Tuesday Due to weather Tuesday was a rest day.

Wednesday

With my ego inflated from the first contest day I sped south to start the task. The lift initially was fantastic but the clouds bases were not high by Sierra standards. I left Pond Peak in reasonable shape (12k) and with good clouds ahead things were looking up. Conditions can really change fast and I rapidly found the lift was turning into sink as I picked the wrong cloud street to follow. Soon I found myself over Silver Springs at 6.5k desperately looking for lift to prevent a land out. After 1 1/2 hours of scratching and getting nowhere I committed to Rabbit Dry Lake and located a thermal on the south end that initially started at 6 knots but quickly was averaging 12. Getting to 13k I decided to return to the starting gate and try to restart. Fortunately the conditions were vastly improved by my new 3pm start. I ended up completing the task with a raw speed of 83 mph for a second place finish. Persistence is an important part of contest flying and it is easy to give up when you are low, the cockpit is getting hot and your fellow pilots are reporting OK on course. I find screaming and swearing help. The winner for the day was Russell Holtz (DP) turning in a handicap speed of 76.43. The evening meal of pasta, french bread, salad and ice cream was sponsored by the Pat and John Downing.


Russell Holtz (DP)

Thursday

Thursday the lift started late but was strong, probably the best soaring I have ever experienced at Air Sailing. The day was basically running up the Pine Nuts and returning to Air Sailing. As with all the days the scoring

was very close but this day was won by John Downing (GO) with a handicap speed of 70.72 with Chad Moore (4Z), flying his first task, finishing second. One of the great things about a contest is seeing the smiles from the day's winner, and since this was John's first contest win it was a big smile! Thursday's dinner was salmon, chicken, caesar salad by the father/son team of Matt and Matt Herron and yours truly cooking the chicken.

Hal in Glider, John Downing with the smile

Friday

Friday's task was Sweetwater, Dayton, Flying Mouse and Air Sailing. This had us looking out of the cockpit and calling position and altitude as we had gliders flying north and south on the Pine Nuts under the same cloud streets. Chad Moore won this day in his Russia (4Z) followed by John (GO), Doug Gray (DV) and the Michael Green (MG). I ended up in 5th place with another 25 point starting penalty. Not calculating my final glide cost me as I finished early soaring over the finish gate at 11k. I had thought I had flown to the outer limits of the Sweetwater circle but incorrectly turned around when I reached the end of the Flying Mouse circle. I admit that I rely way too much on my PDA display and need to work on the basics of navigation.

Friday was the traditional Mexican dinner hosted by Rolf Peterson, Dale Thomson, and Roger Harris.

Saturday

Saturday was forecasted to be another good soaring day. I think because we had headed south every day into strong lift the task committee decided the "Banquet Task" would head us northwest to Susanville then back to the Tracy Power Plant, north to Flanagan and then home. The forecast was indicating higher winds and weaker lift in the Susanville direction so I assumed the task committee felt that we needed to earn our points on this last day.

I did have a good start over the Dog Skins (14k) heading northwest to Mt 7990. From my lofty start height I headed out on course hoping the next mountain, rock formation or radio tower would trigger the usual thermal. My initial plan was to go deep into the Susanville area but looking back I should have realized the day was not living up to the forecast and turned around. I kept thinking the next mountain peak would be the one that would get me the thermal I needed to head back. Abreast of Susanville I had to leave the mountains and head over the airport to what I though would be a certain land out and the end of my chances to win the contest.

Never one to give up early, I maneuvered over a wrecking yard close to the Susanville Airport finding some lift. I then started moving east over the small brown hills to the east of the airport, climbing to 9k, which allowed me to cross over Honey Lake toward Herlong. At Herlong I tried the prison and some other buildings for lift and made it back to a little over 7k. I then headed for some rocks and a small ridge that connected to 7990. It was there at 6.7k that I was able to work my way up the north slope of 7990 to a strong thermal. About this time I heard on the radio the John (GO) had landed out in Susanville which was very unfortunate as he had been improving every day and was in second place. Matt (JLH) and Roger Harris (RD) also reported low but were able to recover over Flanagan Dry Lake.

The rest of my flight went extremely well so I thought I might still have a chance to win the contest with my point lead. To my surprise it turned out to be a difficult day for everyone and I ended up winning the day and the contest. Doug Gray who flew consistently all week was second and the Mighty Gorilla team was third. The evening was topped off by the traditional banquet dinner.

Doug Gray (DV)

Air Sailing is truly a treasure that the soaring community should continue to support. It is one of the few locations run by a non profit organization solely for the enjoyment of our sport. It would be great to see greater

participation in this event next year. If you are new to contests this is a wonderful opportunity to participate and to those veteran contest pilots we could use your mentoring skills and competitive flying to show us how it is done. The contest is also SSA sanctioned so it also a good place to build on your national ranking.

Please keep Air Sailing in mind when you are planning your soaring adventures for next year. We will be posting the dates of next years events early in January. If anyone has questions please feel free to contact me. hal@cm-inc.com or 707 795-3063.

Thermal Camp 2007 (By Larry Suter)

My succinct summary of thermal camp is, "The best soaring I ever did." Thermal Camp is an annual week of soaring organized by Rolf Peterson and held at Air Sailing, a dedicated glider-port about 25 miles north of Reno. Mornings are classroom instruction and afternoons are spent practicing and experiencing thermaling in an area that has fantastic lift.

Sunday--Welcome to Air Sailing. Arriving around 5 PM after a long drive from the Bay Area, my first reaction is "Holy Toledo, this place is really in the middle of nowhere." Happily, the place quickly grows on you. Linked up with Mark Violet and settled into our accommodations, the Mt. Shasta Trailer that we were renting for the week. Barbecued some chicken that night at the big barbecue area they have, had a couple beers, and met the other folks who were there for Thermal Camp.

Monday--Class begins at 8:30 in the Air Sailing clubhouse. Assisting Rolf throughout the week are NCSA instructors Dave Cunningham and Richard Pearl. First lesson is on Safety and last year's collision of a Hawker Jet with a glider near Minden figures prominently in this lesson. The planes have Mode C transponders. Use them, squawking 0440. These are the jet routes to Reno. Rolf explains when to use 122.8, when to switch to Reno Approach, when to go to 123.3. This is getting complicated. Then Rolf switches to showing us our "playground" for the week; five and ten mile radius circles around Air Sailing. We discuss the L/D's to use for the various aircraft. Rolf says, "Today, let's stay within 5nm of the airport." Rolf wraps up the class with a hike around the airport describing the things to watch out for and pointing out the landmarks in our playground.

First flights--For some time leading up to Thermal Camp I'd been expecting to use 81C which I'd reserved late last autumn. However, as the date approached it slowly became apparent that the logistics of getting 81C to Air Sailing were becoming a bit daunting. Actually, getting it to Air Sailing wasn't such a problem. The problem was, after ferrying it behind 16Y and watching the tow pilot and instructor fly back to Byron in 16Y, how do I get home? As I explored options, Dave Cunningham started whispering in my ear, "You can join Nevada Soaring Association for $250 and use their planes. And, oh by the way," continued Dave, "Real men do it in a 1-26 and NSA has a 1-26." And so, I contacted NSA and made arrangements to become a member and fly their 1-26 during the week. (And what a great stroke of luck that has proven to be. But that's another story.)

Because of this, on Monday afternoon my first area-familiarization/check-ride flights were with Rob Stone (Stoney) from NSA in their big yellow 2-33. I should say here, that take-offs are preferred from 17. However, Monday there was a pretty stiff breeze favoring 03. However, you don't do take-offs from 03. Consequently, my first take-off was with an ~15 knot crosswind. Also, since Schweizers start off nose down on their skids, you line them up to the side of the paved runway in the dirt. That way, you don't scratch the pavement. So my first take-off at Air Sailing proved to be quite the wild ride behind blue-tow. Yee-haa! I've heard about winches being exciting launches. Maybe this doesn't out-do winches, but I'll bet it's a close second. After that, everything was easy. Stoney, had me release over "The Knoll" about 6500' and we promptly found one of many house-thermals in the area that took us to over 8000'. After about 40 minutes of some of the finest thermalling

I'd ever done, Stoney decides it's time to do a few stalls, turns and land it. My first-ever landing on soft dirt. Very forgiving. Stoney wants to do a pattern and decides, "This time let's take off with the wing on the ground." With the strong crosswind. Yee-hah, another wild ride. Land in the dirt and get my NSA sign-off to fly their gliders.

After the check-out Stoney shows me the 1-26 09H, the black beauty that's going to be my plane for a week. He sets me up with a cannula, shows me how to use it, etc. etc. About an hour after my check ride I'm ready for my first solo at Air Sailing.

First solo--Later in the week, when Rolf mentioned something about records set during the week, I confidently announced that I must own the record for the shortest flight from a high-tow, based on my first solo in the 1-26. We did the wild-ride take-off from 17 and headed for the Dogskins. I held on as the towplane flew up to the Dogskins then paralleled them to the south, looking for lift. At the south end of the ridge, at around 3000' AGL, I release and look for lift. Not here. Do a couple more circles. Nothing. Then I say to myself, "There was lift at the Knoll, earlier. I'll look there." By the time I get to the Knoll we're down to about 1500' AGL and the earlier lift's nowhere to be found. On a positive note, the Knoll turns out to be perfectly located for an entry to the pattern for 03, so I do my third landing at Air Sailing in the dirt. Bring 09H back up to the line, got some pointers from Rolf and took off again for the fourth flight of the day. Same yee-haa. This time, concerned about the possibility of being the first person ever to spend a week at Air Sailing and never find a thermal, I widened my search area at the south of the Dogskins and found one. A thermal! Hot-dog. Climbed to about 8200' (~4000' AGL) and started shadowing one of NSA's 2-33's that was being flown by a pro; Chukar (Bob Spielman). I stayed up about an hour and a half, coming down somewhat after Chukar, and feeling pretty good about that flight. At the end of the day the Air Sailing folks were apologizing for the relative lack of lift. I was thinking, "Don't apologize. This would be about the best day you could ever imagine at Byron."

Monday evening festivities start with Happy Hour followed by Dave Cunningham's annual Thermal Camp burger and hot-links barbecue. Then the four Byron thermalers, Mark Violet, Lee Grisham, Taylor Nichols and I take a hike to the far, far, far end of 17 (it's a very long runway). And then we hike back. All in all, a fine end to a fine day.

Tuesday--Physiology of flight is a major theme for morning class. Need for oxygen and affects of hypoxia. Put on the cannula at take-off and set the oxygen flowing. All our oxygen was included in the thermal camp fee to encourage us to learn how to use it and use it all the time. Next on the physiology top-hits is dehydration, its effects and how to avoid it. Then Rolf covered the other side of the dehydration coin, the one I'd been thinking about as I pondered the five hour duration flight, urination.

Evidently there have been all sorts of contrivances that folks have experimented with over the years. Peeing uphill into a bottle sounds hard and, evidently, is. Heavy duty ziplocks are another choice. As are male catheters that are plumbed either to a storage bag or out the gear well (hope it doesn't freeze or corrode the moving parts). But the lightbulb went on for me when Rolf said, "Depends." As used by the astronauts. What a simple solution. OK, so it's not all that macho. (After all, real men pee uphill into a bottle. In a 1-26.) But, like, properly done, who's gonna know?

Afternoon flights--Once again, an unusual easterly wind requiring a crosswind takeoff from 17. But it's not quite as strong a wind or as wild a ride as Monday's. Here's from my logbook: Two flights in 09H. Both releases around 6800'. First flight was 1.2 hrs, second 0.9. Two 2000' thermal climbs on first flight that saved it. Maxed at 7300. 2nd flight got to 8500 and 8400 with one nearly 2000' thermal. Fine day! Once again, the Air Sailing folks were apologizing for conditions that, in Byron, would be to die for. Dinner that night is hamburger and hot dog left-overs from the Monday night barbecue.

Wednesday--Here's a picture of Mark outside our Mt. Shasta digs, as we prepare breakfast for the big day in front of us. The predictions for Wednesday call for conditions far superior to the days before, with the outlook for Thursday and Friday even better. Dave Cunningham instructs us on how to fix up a barograph to record our altitudes with an eye towards earning silver altitude (about 3400' climb from lowest point but when you use a barograph, Dave explains, it's prudent to climb a whole lot more). Rolf widens the radius of our playground to 10 nm. I get my stuff together in the trusty 1-26, and get ready to launch. Here's what the logbook says: Release at 7300; eventually go to 13.5! Fabulous thermalling flight with several climbs above 13K. Left on a valley tour from 13K, got to Moon Rocks at 7K, found a thermal that went to 12K. Then did a final tour of the valley before landing. This landing was my third spot-landing for Bronze. The flight also satisfied the Silver altitude gain. A super flight!! At 3.5 hours it was my best flight ever. After our flights, Dave shows us how to properly mark the barograph trace to make the badge claim. That night Mark, Taylor and I go out for beer and pizza at the first shopping center outside of Air Sailing, about 17 miles down the road. The Spanish Springs Round Table is a definite recommendation.

Thursday--The weather report is for super lift. Wind is now from a sensible direction. We will be landing, on the usual runway 21, not 03. The only issue is the K-index which is greater than 20. Rolf says that's a sign that we may get overdevelopment late in the afternoon. "What's overdevelopment?" "That's when there are clouds everywhere and the sun stops hitting the ground."

Dave talks about badges and requirements. Then we get down to the morning's major piece of business; what to do about the Friday night banquet. We vote for Mexican delivered to Air Sailing.

I decide to have a go at the five hour endurance. Eat an early lunch, load up 09H with a barograph, water and cookies and my gps flight logger. Roll 09H up to the launch line by 11:45. Red Tow hauls me skyward. And up. And up. Looking for lift. None by the Dogskins. None over the valley. Finally, around 8400' Charlie recommends I get off. My gps log shows a straight line descent to ~5400' where I began the first of three saves over the Knoll area. However, the fourth time I went back to that "well" it was dry. And so my try at the five hour endurance was over in 1:20. Not a bad flight by Byron standards but after that bit of flying, another five plus more hours was a bit out of the question. However, the day was still young. We haul 09H up to the line and I relight around 1:30 for what proved to be my best flight of the week. From the logbook: Towed to Red Rocks about 1/2 hour later. Released in thermal that took me to 13K. Spent most of the next couple hours cruising in high lift. Caught a broad cloud street in the valley west of Dogskins that allowed me to cruise down to Stead and back at 15K. Many thermals, becoming overdeveloped later in the day. Another fantastic flight at Air Sailing. On that flight, the gps shows >16K of altitude. The highest I've ever been in any sort of private plane. Dinner that night was the last of the left-over hamburgers from the Monday night barbecue. Surprisingly tasty when you're tired from a great day of flying and had and have had a couple of beers.

Friday--Rolf talks about yesterday's weather. Evidently the stuff I cruised down to Stead and back in was "upper level instability." "Is there's a simple picture for upper-level instability, like there is for thermals?" Rolf says, "No." But it's good lift. Today's discussion topic is cross-country, to start us thinking about the next step beyond Thermal Camp. After the class I make arrangements with Lee Edling, the NSA instructor, to go up for a flight in the 2-33 to do a no-altimeter accuracy landing to finish up my Bronze badge requirements. To make a long story short, third try was charmed and I duly reported to Dave Cunningham that all requirements for the Bronze Badge have been met. Then I got 09H ready for a last flight and up to the line. According to the logbook: Tow to 7200'. Released SE of airport in some lift that disappeared. Short flight…

Well, that won't do for the last flight at Air Sailing. So, once more back to the line. This time it says: Towed to 7300' near Dogskins gap. Released in some lift which disappeared. Finally found some lift over the knoll that took me to 12500. Cruised at high altitude for a while. Finally recalled by Rolf because a front was coming thru. Decended with dive brakes from 9500 to airport in short order. Landed on 17 just before sand-storm came thru. The last bit understates a bit of drama. The 1-26 is a noisy beast. Evidently Rolf had been trying and trying to call me back before I finally heard a "09H." I just made it back before an opaque sand-storm and had one of those lessons-learned experiences. When flying in the desert, look on the ground for signs of weather coming in as well as in the sky.

We wrap up flying a bit early on Friday and celebrate with beer and Mexican cuisine an absolutely wonderful week of soaring.

Clockwise from the left: Richard Pearl, Mark Violet, Taylor Nichols, Rolf Peterson, Dave Cunningham, Ed Cook, Lee Grisham, Bear, Mike and Clark (from Hollister).

Know Your Landing Area – A Dialogue..

-- Dan Dunkel You probably don't need reminding of this, but you may know someone who does. When one glider is entering a right pattern for 28 at Truckee and another glider is entering a left pattern for 19, their paths will intersect. Most likely, they will intersect head-on. Since there is no visual relative motion, this makes the opposing glider difficult to see. Not only is this an issue, during the landing pattern, most of the attention is directed down at the runway--not directly in front of the glider. As someone who often lands 28, I just wanted remind everyone...

-- Doug Lent It's wise to use the published approach patterns, in this case right traffic to runway 28 for gliders, unless there are very compelling reasons to do otherwise. Traffic patterns set by the FAA are not suggestions, and non-compliance can be a serious issue. Landing a glider on left traffic to 28 is a good place not to be. talking to other traffic or not. The FAA, with input from a particular airport, sets the traffic patterns. A few of the considerations are terrain, obstacles and noise sensitive areas. Glider traffic is nearly always contrary (opposite patterns) to powered aircraft. At Truckee, powered aircraft use left traffic for runway 28 and right traffic for 19. Thus.. gliders use left traffic for 19 and right traffic for runway 28. Yes. there is a chance that gliders will be using both 19 and 28 at any given time, just as it's not uncommon to have powered traffic using 28 and 19 at the same time. Both scenarios can result in conflicting traffic on the downwind legs (and again on crossing the runways at the intersection after touching down). Be alert! Use your radio and your eyes! Announce your position where you REALLY are at the time of your radio transmission. Don't "hedge" by making your calls early. Conflicting traffic will look where you say you are. If you've hedged a bit, they may not see you where you've said you are. They then might think that you miscalled the runway or maybe are even at a different airport (radio calls go a long way, and there are a bunch of airports on 122.8). I've heard glider pilots call "downwind" when you could barely see them on a long 45 degree approach. I've also heard pilots calling "base" when they had

barely started downwind. Tell it like it is, and you're more likely to be seen.

-- Harry Fox I was riding in the back seat of BASA's DG-1000 on Sunday for a right pattern to runway 28, while a Scout was on a left downwind to 28 exactly even with us and at almost the exact same speed. The Scout couldn't find us until I told him to look at his 9 o'clock position. I probably should have been more gracious in my tone of voice when I pointed out that one of us would need to land ahead of the other and that it should probably be the glider since it doesn't have an engine. It is entirely possible that a glider was entering the pattern for 19 at the same time and we didn't notice it because we were preoccupied with the idea of sharing our runway with the Scout.

I find when flying in the two-seater with other pilots that too much visual attention is paid to the runway, or to looking straight ahead. And I catch myself doing it too. As Charlie Hayes pointed out to me many years ago: (i) the runway is not going to go away, it will still be there after you look away from it and then look back; (ii) the biggest danger in the pattern is from aircraft coming from outside your position on a wider downwind or base, or making a long final approach (so look to the right a lot when flying a left hand pattern, and look to the left a lot when flying a right hand pattern), and (iii) your eyes and brain actually do a better job of judging distances and angles if you look away from the runway and back again, rather than just staring at it. Keep your head on a swivel in the pattern just as much or more as you do elsewhere.

Unrelated to conflicting traffic, I also recommend glancing at your wings during base and final to see how far the spoilers are extended. Especially for club pilots who fly a variety of gliders it is hard to judge your spoiler deployment just by how far you have pulled the handle. A lot of gliders are very susceptible to PIO if landed with less than half spoiler extension.

--Monique Weil Thanks to Dan for bringing up this important safety topic - of potential traffic conflicts in the pattern - and to Harry and Doug for their excellent comments and advice. In Byron, we have similar potential collision danger with intersecting paths when two,- and even three (with the jump plane's opposite direction departures) - runways are being used simultaneously.

Alertness to this potential is crucial - eyes and ears open and head on a swivel. Avoiding using the correct runway for the situation is not the answer. NCSA's Truckee check-outs in club gliders include demonstrated landings on Runway 28 or - if not practical - ground instruction of these procedures.

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.

Remembering Ken Pruchnick

I'm very sad to report that Ken Pruchnick passed away on Sat June 9th . Ken was 61 years old. Ken flew his ASW-27 at Truckee Saturday, 6/9, and attended the usual Saturday evening Truckee BBQ and party. He was found dead at his home in Truckee later that evening by Ramy Yanetz, whom Ken asked stay at his house that night. As Ken wished, his ashes were spread over Lake Tahoe, where he loved to fly. His son Bill and daughter Kim, flew in the back of a SGS 2-32 on tow behind the Tow Plane

carrying their father's ashes. Two memorial gatherings were held by the family - one in Ken's Truckee house and the other in Ken's Belmont house, NCSA will be having a celebration of Ken's life during their October Fest event at Byron on **Saturday October 20th, 2007**.All family and friends are welcome to join.

Jim Alton "For me Ken was the welcoming face and conscience of the NCSA. Ken always made new members, curious onlookers, and family members feel welcome at NCSA. When my daughter, Taylor, was young she would come to Byron just to see Ken and drive the golf cart. We all remember how particular Ken was about assembling his glider, but when Taylor was there, he insisted that she drive the golf cart to tow him out to fly. Even though she's in college now, he still asks me where she is, and when she'll be out to fly nearly every time I see him. He was so generous with his time and possessions. He set up his 2 place glider so that he couldn't fly with out a passenger for "ballast". How many of us took our first glass ship ride with Ken? For years, going to Truckee, meant staying at Ken's house. So much so that I felt a little guilty when I bought a trailer for the Truckee campground. Ken seems much too young to be passing on, yet I haven't met anyone else who made such full use of what life handed him. Ken, we'll miss you for a very long time. Though it has been a couple of years since I've been to Byron"

Monique Weil; "Ken has been at the very core of our little gliding club in Byron since he joined 15 years ago. He personified the true Volunteer spirit that keeps a club going. He greeted all with a bright smile, a kind word and an attitude that says Yes to life. He mentored novices and spent hours explaining the basics and the joys of glider flight. Ken was always ready to quietly repair whatever needed repairing. It was a pleasure to watch him skillfully work with total concentration. He generously urged us all to stay in his Truckee house. Losing Ken so suddenly has been very very hard. Our thoughts go out to his family and friends, to share their grief at this sad time".

Catherine, the wife of an NCSA student: Thank you Ken, for taking me up on my first glider flight, something I had dreamed of since I was a small girl visiting the glider port where my godfather flew. I loved everything about it, but especially the silence, the birds eye view, and your thoughtfulness, generosity and sensitivity. You have sown a new seed in me, to learn how to soar."

Women's Soaring Seminar 2007

It was not without a little trepidation that I decided to attend and join the Women's Soaring Pilots Seminar in Avenal. Being X chromosome deficient (more about biology later), I didn't know what kind of reception I would get. But the chairwomen, Kathleen Morse and Neita Montague, were the most gracious of hosts and so supportive of women in soaring and men who encourage women to discover thrill of soaring.

NCSA had four members attend. Monique instructed in FB, Buzz in Avenal club ships, (Central California Soaring Club), and Mighty Gorilla was offering rides is his starship Duo Discus.

Monique and I arrived Sunday afternoon. Originally she had planned to stay in a house in town, but then decided the swinging parties and all-night keggers would be more fun at the West Hills Community College in Coalinga where I was staying. Buzz reserved a motel room, but he also longed for the dorm life, and we ended up rooming together in the women's dorm for $15/night. (Remind you of a old Tom Hanks TV sitcom?)

Although the building was built in the early '80, the style was '50's: one bathroom down the hall with communal showers. (That is probably not much different from the nearby state prisons in Coalinga and Avenal.) A make-shift sign on the bathroom door indicated whether it was occupied by men or women. Luckily glider pilots are much too mature play any practical jokes on occupants by switching the sign on an occupant. The dorm manager was a retired navy radar operator, and the resident manager, Maryan, was a delightful young woman from Uganda via Sweden, to whom Monique gave a ride on Friday.

Dan Gudgel, Avenal instructor and FAA examiner, gave Monique and me area checkouts. Avenal has two dirt strips intersecting in a V much like Byron minus the taxiways. The setup requires a different mindset: manage energy to stop at point of the V where gliders stage or stop quickly if you're landing away from the vertex so you don't end up half a mile from launch area. Without golf carts that's a lot of pushing. Occasionally cars ventured onto the strip to tow when distances became prohibitally long like when Monique and her student had to overfly a 2-33 stopped on the runway which had landed against the launches and prevailing traffic without flying a pattern.

Avenal has no cables to tie down transient airplanes. I purchased a set of three extraordinary tie-down anchors

for NCSA and FB from Paul Hanson, a Central California Soaring Club member. I think they will be very useful for securing gliders at Byron in the staging areas in strong winds. Each tied-down anchor has three stakes which can be pulled out by hand, but the tie-down anchor itself requires about 1200 lbs force to pull out. They're in the clubhouse in a carry bag that should be placed in a golf cart when strong winds blow. I think they would be a useful addition to any land out kit.

I appreciated learning to launch without seeing the towplane. Close your vents and windows and follow the tow rope. The tow plane kicks up enough dust to hide itself as good as any WWII smoke screen. The tow pilot, Loyal, had a spate of bad luck. He lives on the field in a trailer which caught fire before we arrived. Ex-social worker Monique took up a collection to get him back on his feet. On day three of the seminar morning talks were interrupted by fire trucks turning onto the field. Loyal's Cessna 152 tow plane engine had caught on fire. The fire truck arrived before local members could find their only fire extinguisher, which was locked in a hangar. I thought how smart we were to have Burt Compton, SSA safety consultant, evaluate our operations at Byron.

Loyal had a back-up Cessna 150 that was sufficient for all but two place glass ships. Kurt, who teaches aeronautical engineering at California Polytechnic University at San Louis Obispo flew in his Husky tow plane who turned out to tow all week. Winds picked up to create a dust storm worthy of the Great Plains Dust Bowl on Wednesday. You really miss paved runways and weed covered fields when blowing sand begins to sting. Buzz tried to launch his DG 800 in the afternoon, but the combination of dirt strip and strong crosswind weather-cocked him twice.

Two close misses with the tow rope impressed on me the added safety created by retractable tow lines. On one occasion the released rope landed about 15 yards from assembled gliders and ground crew. Near the end of the day, the crosswind became so strong that the tow line snagged a car parked at the edge of the runway.

The other MOE (moment of excitement) was provided by Mighty Gorilla when his canopy opened on takeoff. He ended up landing out in Coalinga and discovered that a piece of canopy latching rope had prevented proper latching of the canopy. THL (take home lesson): don't trust latch position; always push up on the canopy when doing checklist.

On Friday Monique was honored with an award because of her contribution and encouragement to women in soaring. NCSA members were put on the spot at the last moment to make glowing remarks about Monique. Buzz recalled his NCSA instructor checkride with Monique, "Give me a loop, spin to the right, spin to the left and a no spoiler landing." I recounted her expletives - actually quotes from a farmer - when she landed out near what is now Los Vaqueros Reservoir, and the volume of work she does for NCSA.

Mike Green also won an award – Most Improved Fashion – for keeping his shirt on through-out the whole week, at least in the presence of the ladies. Mike also had the honor of reading the entries in the limerick contest at the banquet. I think the fix was in because my entry was inexplicably lost until the last moment. The winning entry--like so many other discussions about gliding--had to do with bodily functions.

However, I did win a prize. I was first runner-up in maximum altitude on Tuesday, winning a nice parasol which I'm happy to share with other NCSAers. BTW it's the first time I've used a parasol--actually an

umbrella--and I was thoroughly impressed by how effective they are in cooling the user. I thought they were just sun protection.

Mornings were predominately seminars with occasional flight instruction. Dave Cunningham flew down and talked about badge flights and Kathleen found time for me to explain my innovative chart marking method.
When thermals grew strong in the afternoon, instructors, students, and private pilots set off. Avenal is far enough away from the coast to avoid the marine influence and has numerous safe land-out sites. More than once Monique and student ended soaring away when initially taking a pattern tow.

The incongruity of Avenal bracketed by two state prisons couldn't escape me. Structures containing imprisoned men creating the best thermals to set soaring pilots free was too ironic. Is there a prison escape screenplay plot here?
Our mascot was Isaac, a Raven who survived a crash when as a chick her nest got blown out of a tree near the clubhouse. Her siblings died immediately and its biological parents couldn't care for her without a nest, so Paul Hanson became her surrogate mom. Although she earned an "A" badge during the seminar, she was unconcerned with controlling bodily functions in flight or on the ground to the consternation of attendees.
The Avenal newspaper reporters arrived on Friday to report on the gathering when Monique was instructing Marissa, a 16 year-old scholarship student from Reno. The experience of age passing on her wisdom to the exuberance of youth -- what a heartwarming story!

The next Women's Soaring Seminar will be held on the East Coast and then in Slovenia in 2009. Next time it's held locally, I would recommend all our members and especially our instructors to participate to encourage more women soar and join our club.

PS: Note from Monique:
I agree with Bill that it was a successful and fun week in Avenal--20+ participants. We couldn't have done it without Bill as he did all the work leading the crews--Byron and Avenal--to de-rig, rig, and de-rig and rig, load the glider on its trailer; unload the trailer; load it again etc. Bill had to stop at every Rest stop to make adjustments to the glider on the trailer. Thanks, Bill. -- *Bill Levinson*

The TAGARS! v5.0 by Sergio Colacevich (Truckee Airport Gliding Air Races! v5.0)

The 5th edition of the TAGAR! was held on July 1, 2007. The day actually did not look good to do any kind of flying, with 10 to 20 knots wind and little promise of lift in a sky without any clouds whatsoever. Because of that kind of weather, potential competitors were not in a hot racing mood, but eventually seven courageous pilots presented themselves to the Tager and asked for a starting number, selected an animalesque representative, and left to prepare for the race.

The difficulties started immediately: It was pretty hard just to stay up, and do not even talk about getting to the 11,000' necessary for a regular start.

The scheduled starting time of 1:00 PM passed by while most pilots were struggling at low level. Then very slowly a couple of pilots were able to reach 12,000', and managed to stay there. The most relaxed happened to be C2 (Sergio Colacevich) who reached 13,000' in a sort of imitation of wave lift and stayed there all the time waiting for everybody else to catch up.

It was a long wait: Only at 2:30 the group of 5 pilots (two had landed and never took off again) agreed to have enough altitude to make a decent start. The starting procedure went really fine – thanks to the skills of the pilots and of the radio announcer, Nancy Mayo. And the spectacle of all gliders in a line, turning all at the same time on a command from the ground was enjoyed by the spectator on the ground, as promised by the TAGAR! advertisement.

The rounding of Martis Peak, the first turnpoint, was performed by all 5 contestants within a few minutes. They were 5K (operated by Jim Alton), L8 (conducted by Yuliy Gerchikov), 81C (guided by Rich Pearl), 1CH (mastered by Hans Van Weersch), and the well-rested C2. At Verdi Peak, the second turnpoint, only 3 pilots declared the rounding, 5K, L8, and C2. After that, 5K made a call to the Gate, did not reply to the answer from the Gate, did not reply to other gliders calling him, and simply vanished in the air like a white winged ghost. Only one hour later we learned that he had fallen from the sky and landed in Reno Stead, from where he was duly retrieved.

So only L8 and C2 kept the race going. Their pace was very comparable; they were declaring the rounding of the various turn points within a couple of minutes of each other. L8 passed the first Gate ahead of C2, and at the second Gate passage C2 was ahead of L8. But from this point on the weather deteriorated rapidly, with fewer and weaker thermals. The going went tougher for the two toughs, with their speed, and altitudes, diminishing drastically. At the third rounding of the White House, they were both looking for anything going up.

C2 looked for lift just in front of the White House, very slowly gained enough altitude to make it back to Truckee but not to make the required altitude of 8,000' at the Gate. That was not an important consideration at that point but as soon as he began to move toward Truckee, like in the children (and soaring pilots) tales he found 4-5 knots that allowed him to finish just almost at 8,000'. L8 was not as lucky. Being in a lower spot he had to work for a longer time and could not keep pace. In the end, the first to arrive was the first pilot who found the last thermal.

A little disconnection also happened in the contacts with the Gate. What happened was that the Gate did not hear the calls of passing the White House turnpoint: In fact, both competitors were below the hills and out of radio range at that location! And both L8 and C2 did not hear the confirmation of their call from the Gate but at the moment that was the last worry in their mind. So at the Gate they were waiting and waiting without information until they heard the "5 mile" call.

On the ground, felicitations were made to the winner, accompanied by comments regarding the unconvincing fairness of proposing the rules for a race and winning it too. This is reasonable, and it also means that there is no complete happiness in this world. Many thanks to Mike and Nancy Mayo who manned - and womanned, respectively - the ground organization and also delivered the prices; to Richard Pearl who loaned the shady (because of the shade it was providing) gazebo; to Midge and Dean Aldinger who let us borrow their powerful radio; to Jim Alton who helped on the ground; to Jonathan Hughes who helped on the ground and computer-scored the contest files, and others whom I could not observe personally on the ground because I was flying at the time but powerfully contributed to organizing the show.

Next event: TAGAR! v6.0 scheduled for Monday September 3, 2007!

TAGAR! v5.0 FINAL RESULTS

Position	Call Sign	Pilot	Glider type	CH Factor	Prelim. Score	Penalty	Final Score
1	**C2**	Sergio Colacevich	Discus	0.939	**95**	2	**93**
2	**L8**	Yuliy Gerchicov	DG 800 B	0.850	**85**	3	**82**
3	**5K**	Jim Alton	LAK-17	0.899	**0**	1	**-1**
4							

THE SILENT CHALLENGE AWARDS – A NEW SOARING CHALLENGE,

by Sergio Colacevich

Dear friends and pilots…..

For long time I had the feeling that we should have an award to complement and extend the Soaring Badges. After much generally inconclusive thinking and shape less day dreaming, I realized that instead of wishing for one, I could go and develop one. So I did - It only took a few years.

What I wanted in this new award was:

1) Make it handicapped - the 500k of today cannot be compared with the 500k of 30 years ago, and even today pilots with less-performing gliders are at a disadvantage.

2) Make it a continual challenge - going beyond the Soaring Badges. After the Badges the pilots are somewhat empty of goals.

3) Devise a type of task that could be achieved in soaring sites that do not have the geography to configure wide triangles as requested by the Badges. There are many soaring sites like that, and they are at a disadvantage. I like for a pilot to be able to perform a task without been forced to go to another soaring site.

4) Simplify the Badges requirements and take advantage of the ease of submission and flight analysis offered by present day's computer software.

RATIONALE OF THE SILENT CHALLENGE AWARDS

These Awards are a complement to the soaring Badges. The aim is to:

Be equitable to pilots, by handicapping the flights according to glider performance. The current Badges are losing their meaning of pilot achievement with the increasing performance of gliders. And the Badges are more difficult to achieve for pilots with lower performance gliders.

Stimulate the pilots by offering limitless awards. After the Badges, pilots retreat a little bit – there isn't any more to be done. The Silent Challenge never ends, and there may be World records, State records, Regional records, and Soaring Site records.

Confront the pilots with the always-present demands of distance, height, speed. These variables are a constant evaluation during every flight: "How far am I, what is my altitude, how long will it take to get there" is the endless pursuit of every flight.

Favor comparisons between pilots and between soaring sites. If you were able to reach the 500k Challenge, you are a few steps ahead of another pilot at the 300k Challenge – and better than what you were a few years ago. Soaring Sites records give a good idea of what is achievable from that Site, and retribute pilots that cannot or want not go other places.

Allow pilots in soaring sites with narrow directions of flight to measure with other pilots of other soaring sites. In many soaring sites, it is difficult to fly wide triangles or quadrilaterals - there are limits of geography or atmospheric conditions that force to try long flights only along a certain direction (often the north-south direction). The formulas used for the minimum task dimensions reduce progressively the width of the triangle or quadrilateral with increase in task length.

Entice the interest for the planning of future flights. The study of the next task is an important aspect of the gliding experience. And it keeps the mind focused on the sport during the forced inactivity of the long winter months.

Establish a task that requires speed. Speed is not considered in the Badges, while it is required in records and in competition. Aiming for speed gives a particular flavor to the task, with consideration of optimization of the path, elimination of time wastes, rejection of slow climbs. It is a different atmosphere of conducting the flight, which teaches the pilots the administration of time.

Encourage a continuous effort to get the best out of oneself, by establishing limits which are not absolute and so potentially unreachable, but relative to the pilot personal performances.

THE SILENT CHALLENGE AWARDS

THE CHALLENGE

The awards are given after completion of Challenges of nominal 100, 200, 300 km etc. A “beginner” Challenge of 50 km is also given. Each Challenge is composed by three tasks: Triangle, Quadrilateral, Straight Line, described as follows.

THE TASKS

The task length must be not less than Dh = Dn / H where

Dh = Handicapped Distance
Dn = Nominal Distance (50, 100, 200,km etc.)
H = CH coefficient of handicap

Triangle:

Select three turn points. The triangle geometry must satisfy the formula:

$Hmin > \overline{2\sqrt{}}\, Dh$ where Hmin = minimum heights of the triangle.

The speed of this task must be the greatest of the three tasks, by at least 2%.

Quadrilateral:
Select four turn points. The convex quadrilateral geometry (diagonals intersect, sides do not intersect, see Convex Shape drawing) must satisfy the formula:

$hmin > \overline{\sqrt{}}\, Dh$ where hmin = minimum height of the turnpoints above the diagonals.

The gain of height of this task must be the greatest of the three tasks, by at least 4%.

Straight Line:
Select two turnpoints.

The distance of this task must be the greatest of the three tasks, by at least 8%.

OTHER RULES

Turnpoints may be chosen before or after completion of the flight. The pilot is responsible for specifying the chosen turnpoints. Turnpoints must be turned like in the Soaring Badges, by the glider reaching inside the 90° sector. The pilot claims his/her Challenge by submitting contemporarily all three flights of that Challenge. No need to submit the flights one at the time. All flights must be documented, either by barograph and Official Observer or by GPS. A pilot can submit flights done in the past, provided there is documentation. Each Award is granted when all three tasks of that Challenge are completed. However, a flight can be used repeatedly for different Challenges.

IN-FLIGHT TACTICS

Because the only known condition is the parameter of distance, while the other two conditions are relative to other flights and so unknown, there may be the tendency to worry about how to conduct the flight. However, in general the best approach is to make an effort to execute each flight according to the intended challenge, which is: for the triangle, try to be fast; for the quadrilateral, start low, or get a low point along the route, followed by a high point; and for the straight line, select a far enough goal. At the same time, watch for not to exceed the challenges of the other two flights of the triad. So, these are the tactics:

Triangle:
Go fast. Don’t be low when leaving the sector of the start point. If incurring in a low point, do the rest of the flight avoiding getting too high.

Quadrilateral:
Start low, or get a low point along the route, followed by a high point in a known place that lends to good altitude. If the flight happened to be too fast, wait around before landing. *

Straight Line:
Select a far enough goal, more than the minimum in case other flights become longer than anticipated. If it was easy to reach the far turnpoint, go a little farther. If it was easy to reach the finish point, go farther. If incurring in a low point, do the rest of the flight avoiding getting too high. If the flight happened to be too fast, wait around before landing. *

* Other options are available instead of waiting around: For example, extend the flight outside the finish 90° sector and enter the sector later so as to lengthen the time in the air, while the extra distance may be used for the OLC. Or, extend the flight inside the finish 90° sector, then come back, exit the sector and enter it again so as to lengthen the time in the air, while the extra distance may be used for the OLC. Or, if conditions are good at the far turnpoint, extend the flight and the extra distance may be used for the OLC or for a

personal record. Finally, remember that the sector may be selected later in the most opportune location to choose among all these options, and also that the same flight can be used for different Challenges with different requirements. In conclusion: just fly, the flight can be used one way or another.

ON-THE-GROUND STRATEGIES

First go examine past flights to see how high a Challenge one already has. Use GPS traces, and log records of past flights checked by barograph and Official Observer. Specify turnpoints as necessary to claim the highest obtainable Challenge. If there are two good tasks valid for a high km Challenge while the third is only good for a low km Challenge, it may be convenient performing that task first and then claim directly the higher Challenge.

The post-declaration of the turnpoints allows for several options, due to the turnpoints being chosen anywhere in the flight path. As an example the same flight can be used for a quadrilateral or a triangle or a straight line, just by selecting different turnpoints. As another example a "Quadrilateral" flight that is very large can be presented for a 300, a 400 and a 500 Challenge. As an additional example, if a pilot did a 700 km flight "Straight Line" at a high speed, he/she can select the turnpoints so as to get a 400, a 500 and a 600 km straight line, while the speed will be lowered because all the time passed beyond the 90° sector adds to the total time of the flight.

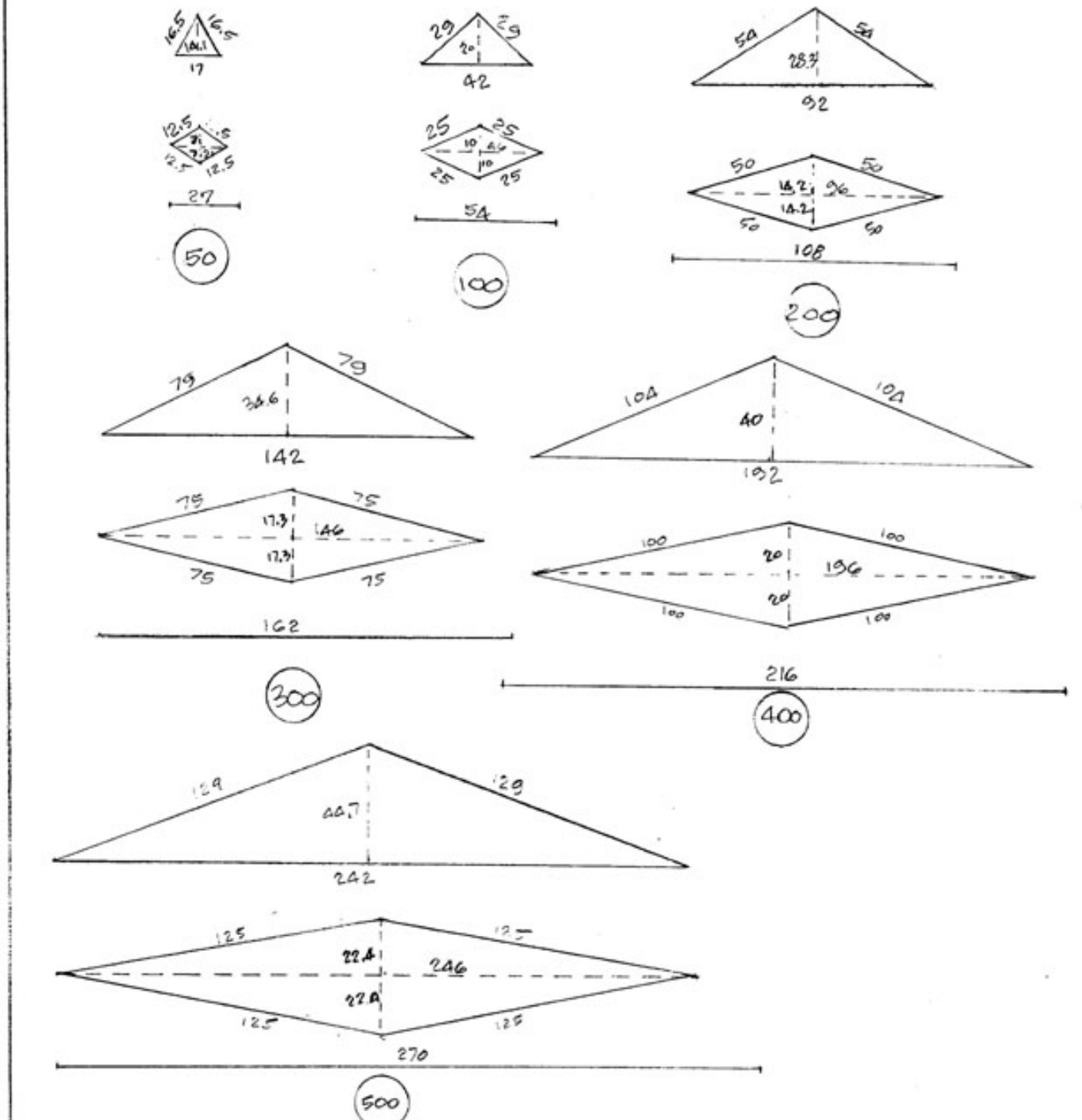
A task should be studied on paper before the flight: these tasks do not lend themselves to be improvised.

It is convenient to pre-declare the task always. If the flight is successful as declared, there is no more to be done but send the trace. If adjustments are necessary, turnpoints must be selected, distances calculated.

Triangle:
Try to schedule the execution of the speed task before the other two tasks. This will give a reference on the time required, and it is not difficult to prolong the flying time of the other two tasks if needed.

Quadrilateral:
Try to schedule the execution of the altitude gain task before the straight line task. This will give a reference on the altitude limitations.

Straight Line:
Select a far enough goal, possibly more than the minimum in case the other flights need to be longer than anticipated. It can also be considered to set a goal far enough to be valid for the higher Challenge. For example, a turnpoint may be placed at 54 km - multiplied by the handicap - farther down the road, in case the conditions are good. This task has the tendency to be subjected to low-points, because often it covers previously uncharted territory. It also has the tendency to be fast.



SILENT CHALLENGE : Minimum dimensions (km)

2007 PASCO Sawyer Award

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

Contact Ramy Yanetz (this year's organizer) with questions - ryanetz@yahoo.com

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

See OLC: www.onlinecontest.org

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

ALERT!! NEW MINDEN WEBCAM AVAILABLE !!

Through the kind auspices of Jim and Jennifer Herd.

Thankyou!!

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

Username = GliderPilot (case sensitive)

Password = Minden

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