

June 2009



e-WESTWIND



Photo by Fred Whitney

First flight of 2009 for the PASCO Egg – story inside

Wave Soaring Safety

Where did the Canopy go?

Check rides and solos happening everywhere!

Alby is on the move – ten flights – and has become a celebrity

April 21, 2009 – an incredible soaring day that will be remembered for a long time

PASCO Board Meeting December 2008, January 2009, February 2009, April 2009

IMPORTANT! PASSWORD CONTROL HAS BEEN REMOVED FROM WESTWIND TO MAKE THE ELECTRONIC VERSION MORE ACCESSIBLE- CHECK OUT THE WEBSITE at www.pacificsoaring.org

Statement of Purpose

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. The present board will remain in office until November 2010. Current dues are \$25 annually from the month after receipt of payment.

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Elmer Udd

PASCO Board Meetings; Every 2nd Monday of the month, 7pm,
 Contact Peter Deane (408-838-9695, peter.deane@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	Carl Herold Ely, NV	775-230-0527
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., 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
Soaring NV	Minden-Tahoe Airport (1140B Airport Rd). P.O Box 2290, Minden NV 89423	775-782-9595
Williams Soaring Center	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	Minden Tahoe Airport PO Box 361 Minden, NV 89423	Leo Montejo	
Mount Shasta Soaring Center	Siskiyou County Airport, Montague, CA	Gary Kemp,	530-934-2484
Nevada Soaring Association (NSA) -	Air Sailing Gliderport, NV.	Rob Stone	775-240-9461
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
Pacific Soaring Council
Air Sailing Inc.
Bay Area Soaring Associates
Central California Soaring Club
Las Vegas Soaring Center
Las Vegas Valley Soaring Association
Minden Soaring Club
Mount Shasta Soaring Center
Nevada Soaring Association
Northern California Soaring Assoc.
Silverado Soaring, Inc.
Soar Hollister
Soar Minden
SoaringNV
Williams Soaring Center
Valley Soaring Association

<http://www.ssa.org>
<http://www.pacificsoaring.org>
<http://www.airsailing.org>
<http://www.flybasa.org>
<http://www.soaravenal.com>
<http://www.lasvegassoaring.com>
<http://www.lvsva.org>
<http://www.mindensoaringclub.com/int2/>
<http://www.craggyaero.com/mssc/>
<http://nevadasoaring.com/>
<http://www.norcalsoaring.org/>
<http://www.silveradosoaring.org/>
<http://www.soarhollister.com/>
<http://www.soarminden.com/>
<http://www.soaringnv.com/>
<http://www.williamssoaring.com/>
<http://www.valleysoaring.net/>

PASCO Prez Column

The Prez is taking a break. See his article elsewhere in this issue to see what he is up to (***It Was Irresponsible to go to Work and Miss This Day***) - ed

The picture below is a reminder that Soaring is a sport and if we want to preserve and grow this Sport that we love, we all need to look for opportunities to promote it and share the fantastic experiences it affords us with others.



*Glider display at the Salinas Air Show, September 2008
~ Buzz Graves*

Oh, by the way, this is what your Prez was doing on April 26th at the Half Moon Bay "Dream Machines" air show. Yep – walking the walk! How about you? How many times have YOU taken the opportunity to promote Soaring in the last year?

Message from the Editor

This issue of West Wind is jam packed with great stories of some phenomenal flights that have been made since December. There are also a lot of stories about new soaring pilots soloing and passing their check rides – 12 of them between Hollister, Williams and Air Sailing. You will also find some rather disturbing news about another close encounter in the Reno area. PASCO is really showing its value as several members have become involved in working with the various Federal organizations to make sure we don't lose our ability to fly in this sometimes congested airspace.

This is only the third issue of West Wind that I have been responsible for, but it is my last. It is supposed to be my responsibility to find a replacement to publish West Wind. However, since I have not flown in almost two years and very seldom get to any glider port, I don't get much of a chance to recruit a replacement.

Consider this a CALL FOR VOLUNTEERS! If you or someone you know are looking for an opportunity to give something back to Soaring in Region 11, contact one of the PASCO Board of Directors to find out how to get involved. West Wind is published twice a year with the next issue due in September.

JOB POSTING

Active Glider Pilot who is Motivated to keep the PASCO community informed of the fantastic soaring experiences and events in the Region to be Editor of WestWind.



COVER STORY

PASCO Egg Makes Its Way To AirSailing

Article by Fred LaSor

Rob Stone (Stoney) captured the PASCO egg from its winter hibernation in the Soaring NV hangar today, February 23, 2009, after a wave flight in his 1-26. Stoney towed out of Air Sailing into good wave and flew a 300 km course before landing at Minden late in the afternoon to more than meet the distance requirements and claim the egg.

Shown in the (cover) photo, Stoney (center) is congratulated by Fred LaSor (left) of Soaring NV and Bob Spielman of Air Sailing, who was Stoney's crew. The successful pilot's warm clothes attest to his long flight at high altitude in the February cold.

The egg had resided in the Soaring NV hangar since it was captured from Soar Truckee by Mike Mitton last fall. This is the first capture of 2009, but certainly not the last as the soaring season is just kicking off in northern California and Nevada. Region 11 pilots are invited to set their sights on Air Sailing, just north of Reno, if they want to capture the revolving trophy and add their name to the list of successful pilots who have flown at least 100 kms to bring the egg back to their home club or FBO.



The folks at SoaringNV are sorry the egg will no longer grace their hangar, but want to congratulate Stoney for his superb 1-26 flight.

Some comments from Bob Spielman on Rob's flight:

Today Chukar towed Stoney in 09H, the black 1-26, to Stead where Stoney got off in wave at 9500'. Stoney flew from Stead to Paynesville southwest of Minden, back to Reno, to Topaz and to Minden where 09H will stay for the wave season through April.

Here are the accomplishments of this flight:

1. Finally got 9H to MINDEN.
2. Captured the PASCO Egg for Air Sailing.

3. Gold Distance in a 1-26 - 300K.
4. Diamond Goal in a 1-26.
5. OLC flight of 300+ km.
6. 1-26 Sweepstakes flight.
7. 300k speed of 117km/hr or 73+mph

Wow!!!

SAFETY SECTION

Staying safe in wave

by Fred LaSor, PASCO Safety Chair

Wave season is upon us in PASCO-land, and it's time to review some considerations of flying at high altitudes for extended periods of time.

The first consideration, because it can kill, is hypoxia. Remember, if you're flying in wave you'll be flying where you need oxygen. The FAA requires you to use oxygen if you're above 12,500' for more than 30 minutes (*and as soon as you reach 14,000'*), but the truth is hypoxia cannot be planned for by legal definition. And it's nothing to take lightly.

I tell people that if they're coming to Minden from sea level (the Bay Area, for example), and if they're my age, chances are about even they'll feel some side effects of the altitude just standing on the runway. Oxygen is not expensive, and it's good insurance against impaired judgment, so start using it when you strap into the plane. Don't wait until the FAA regulations tell you it's time.



WAVE'S UP!!! Lennie over Minden

If you plan to stay below Class A airspace you'll be ok using a Nelson constant-flow regulator with the little green ball adjusted to your altitude. If you plan to go up in the wave window you'll want either an A-14 regulator or an EDS Mountain High system. In either case, read

the instructions and/or ask for a briefing before using the system. You don't want to be guessing how to adjust your oxygen when you're climbing in wave at a thousand feet a minute! And that's not the time either to wonder if you remembered to turn on the tank when you preflighted the glider.

So include a good oxygen preflight before you strap in (I use PRICE, but use whatever you're comfortable with) and make sure the system is working before you need it.

How about taking a high altitude chamber ride? I took a chamber ride at Beale AFB a number of years ago, and it illustrated to me conclusively just what my personal hypoxia symptoms were. I occasionally experience the same symptoms flying around 14,000', and know it's time to check my oxygen. You might consider taking the same course – it's \$50 for a day-long session by people who really know what they're doing. The down side is it's only offered a few times a year. You need to register with the FAA first, then make reservations with the folks at Beale. I have been told the chamber ride kills brain cells, but I never noticed any problems never noticed any problems never noticed any problems.



Another aero medical factor to consider is the cold. You'll likely be standing around on frozen pavement in a biting wind before you take off, so you're chilled to begin with. Then you'll be flying at high altitude (remember the temperature lapse rate? What does a 15,000' altitude gain mean if it's only 20 degrees above zero on the ground? Bottom line is, dress with layers and pay particular attention to your head, hands and feet. You'll need dead air space in your clothing to trap your body heat, so look for loose boots and gloves. I use the cheap shearling boots available from discount stores for about \$40 and they're perfect – except that they're pretty big to fit in the tight space around the rudder pedals. Test them before taking off just to make sure you can work the rudders.

The same cold that you're dressing for will cause your kidneys to work overtime. That's a physiological fact of life. And sitting in a reclined position does the same

thing. So be prepared for a full bladder early in the flight, and consider options for relieving yourself in the glider. Various options exist for men, including an empty soda bottle, a zip-lock bag, a motorman's helper (check with your pharmacist) or a diaper (about the only option for women). Don't think you can hold it unless you'll be back on the ground in less than an hour, and don't be embarrassed to ask about your options – commercial operators will help you plan for what we all experience. And finally, increased kidney function means you'll dehydrate faster, so don't forget to drink lots of water. I know, it's a vicious cycle, but you're flying in a harsh environment and you need to protect yourself.

Another issue with wave flying is that you'll be flying through rotor. You'll probably do so on tow, testing your ability to stay behind the tow plane, and you'll certainly fly through rotor when you return from the wave and approach the airport. I cannot emphasize strongly enough that you must be strapped in very securely and must have all loose items secured. Don't leave your camera loose in your lap; tuck it under your elbow. Same with your water bottle and same with yourself. You don't want your head going through the canopy any more than you want your camera punching through the Plexiglas. You're going to be thrown around very violently, so be prepared for it in advance.



*Spectacular Lennie over Reno ~ Jim Hamilton
(this picture has been included in West Wind before without giving credit to Jim – my apologies. ed)*

Finally, chances are pretty good you'll be flying near cloud. It is both illegal and dangerous to allow yourself to be blown into cloud, but it is a lot easier than you might think. To begin with, the wind speed will be increasing as you climb (wave depends on a wind gradient) so your forward speed (into the wind, away from the lenticular) needs to increase too or you'll be blown backwards. If you have reached the altitude of the lenticular it will be behind you, and if you don't increase speed you'll be blown back into it very quickly. Since lenticular clouds are wider at the bottom than at the top, pushing your nose down to speed up and try to move forward into the

blue will also result in you increasing the distance through cloud you need to fly before exiting. It's another vicious cycle.

If you have practiced a benign spiral mode and you're sure the bottom of the cloud is well above the mountains you might consider using that to descend safely. You'll still be illegal (and possibly using the same airspace as an airliner approaching Reno), but at least you won't tear the wings off the glider by entering a spiral dive. A much better plan is to be watching your cloud clearance at all times so you don't find yourself all of a sudden in IMC without instruments or clearance to be there. Oh, and by the way, if you have not practiced the benign spiral in the glider you're presently flying, this is NOT the moment to try it for the first time. And if you're going to use it, you absolutely MUST trust it – the NTSB has a large file with the names of very many pilots who thought they could fly IFR without instruments, just trusting their sensory inputs.

Flying in wave is a thrilling experience, whether you're going for an altitude diamond or using the wave for cross country flying. I don't mean to scare you with any of the above comments, but flying in wave means you're in an extreme environment that requires preparation, proper equipment, and awareness of the dangers out there. If you have not previously flown in wave I strongly recommend you fly with an instructor the first time. No matter what your experience, it pays to consider some of the points I've highlighted above. Your life might just depend on some of this information.

year to win this award and reflects his eagerness to bring new pilots into soaring and into the SSA.

I Broke Something

by Matthias Mederer

I had an unpleasant experience with the DG-1000 one Saturday that I want to share with you. The canopy opened in flight and the hinges on the canopy (replacements on the way) were damaged and need to be replaced. I am [upset with] myself for causing down time on a club glider. I thought this could never happen to me, but it did...and as you may have read in other incident or accident reports: Many things came together to conspire, only then adding up to enough for something to go wrong.

But I wanted ALL of you to read this because I think we can ALL learn from it. And because I thought this would never happen to me, but it did...That means it could happen to you. Not this very same thing perhaps but some totally different concoction of circumstances that could lead to something else going wrong.

So here's what added up to a botched pre-take off check:

-I had two flights planned in a 11am-1pm slot with my daughters Eva (7.5) and Zoe (just 6)

-we were late to begin with
-it got even later (find pillows in new location, multiple seat belt adjustments for the kid etc.)
-got busy... so when a launch slot became available we kinda rushed out.
-out on the runway I was (ironically) mostly concerned with the safety of my kids
-reminding my daughter not to touch anything and keep clear of the stick (i knew her canopy was locked)
-wondering if little Zoe was holding on to the Golf cart tightly as it sped across the runway into the grass
-the tail dolly, the rest of the list (wind, traffic, spoilers etc.)
And SOMEHOW, which is still VERY hard for me to understand I became distracted enough to miss the front canopy unlocked in my pre-take off check list. And the scene was set.



Matthais and Eva before the canopy opened ~ self portrait

Nice flight otherwise (gotta keep a sense of humor), got off at 1700' - 20 minutes of lift everywhere until I know it's time for Matt to get the glider in few minutes, I am at 3300', so i start a slip to the left because I wanna come down quickly and -the canopy just flies open and extends beyond it's normal operating range...!

I tell my daughter: "Oh, look! the canopy popped open! but don't worry, it flies just the same!" as I switch hands, grab the canopy from way down there and close it as far as it goes. I tried closing it all the way... we had plenty of altitude: trim for slow flight... But one could tell quickly it wouldn't close and I knew the glider would fly fine with the canopy open, so no panic..

But now it was acting like an air-scoop in the front and the forces required to keep it closed even at very moderate speeds were considerable. So I tried keeping my elbow on the (open) canopy handle while using the spoilers but the sharp edge of the handle dug into my arm with a vengeance. So I broadcast our emergency predicament for a possible long landing. Matt kindly

reminded me that the spoilers lock in place (thanks!) - I set a little spoilers, I didn't want to open them too far, as to having to let go of the canopy again down low to flare just to close the spoilers quickly. Instead fine tuning via slip (to the right this time, to help CLOSE the canopy) and that worked great.

When we rolled out I thought maybe something had broken that allowed the canopy to open, I hadn't even considered the possibility of having missed this on pre-take off check. Could I have opened it with my elbow when retracting the landing gear by accident? It took a while to really sink in... I couldn't believe it until I had time to think about it. I MUST HAVE NOT CHECKED for front canopy closed on my pre-take off list because I allowed myself to become rushed and distracted.



Eva and Zoe ~ Matthias Mederer

And so please learn from my mistake and take your time, allow for every item on your check lists to be completed and double check if necessary if someone or something has managed to divert your attention from completing your check lists.

I feel the worst about having caused down time of a glider. I usually only help fix aircraft, first time I damaged one.

As far as it goes it cost me money, embarrassment (at least I am a good guitar player!) but I learned something, which means I will be MUCH more diligent in executing my check lists.

But whatever it may be in your case (hopefully nothing!) when things bunch up in your cockpit, don't let something like this happen to you! Use the lists point for point to check for everything from altimeter set to which way you would turn on a low rope break (wind) to extending your landing gear... Please learn from my mistake, so you won't have to write something like this... (my stories are usually much more fun!)

I wish you all fun flying. The hinges are on their way (UPS express - she promised) we'll try to get them put

on fast as we can. The experts are fully informed and a plan has been forged for repair, and hopefully 1CH will me back on line soon.

Break a Leg (I hope you have heard this one before - that means you're not supposed to)

Matthias aka
ALTIMETER
BALLAST (or balance)
BELTS
CONTROLS
CANOPY!!!
DOLLY
ELECTRONICS
RADIO
SPOILERS
TOW ROPE
TRIM
TRAFFIC
WIND
EMERGENCY

This is a follow-up to Matthias' story and is a very important part of the safety lesson – ed

After much pondering and talking with Drew Pearce (to whom this happened before as well) I firmly believe that I actually DID close the canopy AND LOCKED it too, but while the front pin went in it's receptacle the rear pin was able to miss the hole and stayed outside of the frame on the glider that contains the receptacle for the pin. That also explained the pre-take off checklist mistake; I DID do my checklist but assumed (NEVER assume anything!) the canopy was locked as it appeared to be locked.

This was confirmed by multiple reports of other glider pilots having had the same thing happen to them (they caught it somehow before takeoff) and by the fact that our DG505 I just looked at this weekend has visible wear on the brass fitting and canopy frame showing this has happened many times here too... And the canopy frames of these gliders are VERY flexible, enough to easily allow for this to happen.

The scary thing is they may have not noticed, since my canopy didn't open until I initiated a full/extreme forward slip to the left, which provided enough force sideways and backwards to pull the front pin out of it's home as well.

I had thermalled, hit pretty good bumps, pushed over to ~100kts. and zoomed twice up into thermals with a near zero-G recovery to thermalling speed, and during ALL those maneuvers the canopy stayed closed. There is no way this would have been the case if it hadn't been locked at all.

One can say with certainty: **Always check for canopy closed by pushing up on it and visibly checking the frame being tight all around.**

REGION 11 COMPETITION AT CRAZY CREEK as it re-opens.



Glider soaring out of Crazy Creek near Mt. Knociti and Clearlake

The first Soaring Competition of the season was held at Crazy Creek Gliderport in Middletown, CA on May 16, 17, 23, 24 and 25. Eight pilots competed and several others showed up to fly as Guests.

Preliminary Results:

Rank	Pts	ID	Name	Glider
1	4297	16	Greenhill, David	Discus 2A
2	3461	7D	Morss, Dave	DG-400
3	2973	MG	Green, Mike	Duo Discus
4	2940	6DX	Ramm, Daryl	ASH-26E
5	2281	22T	Herron, Matt	Ventus C
6	2143	ASK	Price, Kenny	ASK-21
7	1929	G3	Farnsworth, Ginny	ASW-24
8	1702	F8	Gawthrop, Bill	ASH-26E



David Greenhill, winner of Region 11 South Championships at Crazy Creek ~ Matt Herron

Full Results and reports are posted on the SSA Web site:

<http://www.ssa.org/members/contestreports/contestresults.asp>

PASCO Private Pilot (Glider) Exam Support Program

By Hans Van Weersch

One of the purposes of the Pacific Soaring Council is to stimulate youth to enter the great sport of soaring. A long time ago a Scholarship Fund was established for this purpose.

In the recent past we have not been utilizing the assets in this scholarship fund for mentioned purpose. Only 2 new pilots filed an application in the past 4 years.

The rules for an application are simple:

- The standard contribution is US\$250 per applicant. This should cover the examination fee.
- The new pilot should be attending school for more then 20 hours per week at the time of the examination (age is NOT a factor).
- The request should be endorsed by the examiner.
- The new pilot is obliged to write up his experience of obtaining a glider license for publication in the next West Wind.
- The new pilot should have passed the final examination not more then 2 months ago at the time of the request.

A maximum of 4 scholarships total are available per calendar year on a first come first serve basis.

If you are a student pilot, talk to your instructor or examiner about this opportunity!

If you are an instructor or an examiner, please bring forward your candidates!

If you would like to make a contribution to the scholarship fund, please contact the treasurer.

Air Sailing Happenings

WHA'S ZUP

by Bernald S. Smith, AirSailing Trustee

AirSailing, that's what!

Static is what you need for airspeed accuracy, not what you get at/from AirSailing. So, here's a little report about us.



AirSailing from 38,000 feet ~ Jim Hamilton

The A/S Trustees, recognizing current economic conditions, have delayed any announcement of a renewed fund-raising campaign, which was being planned to continue improvement of the site's friendliness and ability to serve the needs of those who fly there as well as to pay off a remaining loan. Nevertheless, progress on improvements continues. The necessary government paperwork needed to be finished first, of course, and approval thereof up the line of review did take time, but having finished that process, forward march!

1 - A new fueling facility with a 2000 gallon above-ground tank is being installed where the old fuel truck (it's gone!) was parked. Power for its pump operation may be extended from the existing electrical grid in the future, but for now, fuel will be pumped from the new tank with the same small solar panel-powered electric pump that was used on the old fuel truck. The fuel facility has a concrete slab and cement block safety berm around it and all the other necessary attributes such that it will be a Washoe County/Nevada State Fire Marshall approved aviation fueling station. Isn't it nice that the price of fuel has come down some, just in time for a fueling inauguration party!



ASI 2008 Banquet at the ASI Club House

2 - What's going to happen at the SW corner of the hangar you may wonder.

Things being moved, big ditches dug, concrete poured, a truss being erected may all be noticeable. What's that crazy-quilt design being attached? It looks like, maybe it is, yes, it's photovoltaic cells to generate electricity from the wonderful old sun up there that shines so brightly most of the hours of most of the Nevada desert days. Another great addition to our electrical system, it will save fuel from much less running of the motor-generator, thus helping to reduce the costs of keeping A/S a viable soaring site for all. It won't be enough to run everything all at the same time, but still big enough to keep the generator quiet much of the time and to keep the batteries fully charged whenever Mr. Sun is around. You say you want details:

A) Capacity - 3kW (nominal) from 16 or 18 Mitsubishi 170W PV panels 62" x 31".

B) Interface - Connects to existing 48VDC Battery system through Outback 160 3 kW capacity charge controller

C) Installation - Fixed truss structure, with the lower edge of the panels 5 ft above ground to minimize sand-blasting, just in case the wind should ever blow.

It will not interfere with, nor will any modification be required of, the existing generator charging/inverter system. The capacity is sized to enable starting and continuous operation of the electric well pump for irrigation while continuing to maintain charge on the 48 VDC batteries.

3 - Irrigation is what keeps us (A/S, silly, not me for crying out loud!) looking so beautiful, by which I mean all those great trees. We notice them from miles away when turning onto Winnemucca Ranch Road, or from our sailplane soaring around the area, and even from our deluxe first class seat in an airliner overflying the area at FL350 heading out from SFO for a 10.5 hour flight to Europe. It's a complex watering system, always needing attention, additions, changes, repairs etc., what with the piping, ells, tees, risers, drip paraphernalia, valves, timers and close inspections required to keep our trees happy. Those living at sea level may not fully appreciate how slowly growth occurs at the 4300' altitude of A/S; it means we have much invested in what has gradually become full grown trees from planting 20-30 years ago. Is it as important as the runway, or the electrical system, or the clubhouse?

Which of your children do you like the best!

There will be more to come (no, my 80 year-old wife's not expecting!); you can count on it!

It Rained on "Skimmers" Check Ride

From Rob Stone

Congrats to Pete "Skimmer" Casti passing his commercial glider Saturday (Jan 24) with Gary Phillips. Dodging rain showers and enduring a never ending ground eval, Skimmer demonstrated that he has mastered both the "Big Slip" and "No Spoiler" landings.



Gary Phillips congratulates Pete Casti on successful completion of his check ride Pete passed his CFIG check ride on March 21st -ed

Use of Mode C Transponders

(Updated as of March 2008)

Reno, Nevada

The potential conflict between gliders and high speed jet air traffic near Reno has increased with the growth of commercial and private jet traffic into Reno-Tahoe Airport (RNO) over the 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 and other jet 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 and are encouraged to establish radio contact with Reno Approach Control when crossing Approach and Departure routes between 10,000 and 18,000 feet MSL.

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

Pilots soaring out of Truckee, Air Sailing, or Minden should get a briefing on the new procedure worked out with Reno TRACON in 2007 and download the Reno Air Traffic Cockpit Card from the PASCO Web site: <http://pacificsoaring.org/documents/glider-pilot-cockpit-card-0601-2007.pdf>.



Rob Stone and Cadet David Elems ~ Bob Spielman



Bob Spielman and Pete Casti with cadet Paul Teska ~ Rob Stone

Two Solo's in One Day!

By Bob Spielman and Rob Stone

Two JROTC cadets and their families showed up (at AirSailing on Sunday, April 26th) as we had planned to solo them. The wind was east at 10-15 and pretty turbulent and it looked very doubtful.

Stoney (Rob Stone) flew a high tow to the Dogskins with David Elems and Skimmer (Pete Casti) flew with Paul Teska for about 30-40 minutes, then both teams took a tow over the field to 6500' for a pattern.

When Stoney landed he said "SOLO" and Chukar (Bob Spielman) said "In our good 2-33?", and Stoney said "Sure.". Chukar towed David to 6300' and he flew a little and made a nice pattern to 03 and a very nice landing. He cheated and avoided getting soaked with a bucket of water.

Then Skimmer, not wanting to be outdone, soloed Paul Teska. Paul released at 7300' and stayed airborne a little while and flew a pattern to 03 and made a great landing. He didn't avoid getting wet.

The Nevada Soaring Association's solo program has been affiliated with North Valley JROTC for over 5 years and has successfully soloed 4 cadets prior to this date. This, however, was the first time that 2 cadets have accomplished solo flights on the same day. David and Paul are both seniors and were chosen to be in the flying program in late November. They have completed nearly 40 flights each. The JROTC Soaring program is sponsored and funded by Ed Lord and Network Realty.

UPDATE – May 27th – ed

On Sunday, May 24th, Gary Phillips gave two more check rides out at AirSailing. Neita Montague passed her Commercial Glider check ride and I heard that a friend of hers added a glider rating to his pilot's license.

Details of the AirSailing Dave Cunningham Youth Scholarship Fund

From Ed "DoDo Bird" Lord



The funds for the scholarship are generated from individual, group and corporate donations.

Although the bulk of the funds are generated by real estate referrals to my company (Network Realty, Inc.) from both Buyer and Seller referrals from our 400+ ASI/NSA / BASA glider community membership base, whereby I discount my commissions a minimum of 50% as a credit (If I really like you... I will donate the whole commission...!) to the member at the close of escrow, who then "voluntarily" donates the money to the scholarship fund. So if you know of someone who is looking to relocate and buy a property or who needs to sell a property in Nevada, spread the word and help us grow the fund...!

I think of Dave often, and I remember just like yesterday... talking to "Dave" every time we meet, in particular, at the "Gerlach Dash" over a beer at the bar... at 'Bruno's Country Club", OK... OK... OK... over many beers at the bar... where Dave and I would talk about the progress of the fund, how he (Dave) could do something similar at his hometown glider port, and how "we" could improve the scholarship program... Dave was a very caring glider pilot who was sincerely interested in introducing anyone aviation... particularly "Youth" to the sport of Soaring...

Since 1998 when we started this scholarship program, after my two sons Luke (aka "Rock-in-Robin") and Mark (aka "Nomad") Soloed at 16 & 14 years of age under the CFG instruction of Charlie Hayes, ASI / NSA / BASA members have donated approximately \$80,000, and we have spent approximately \$35,000 over the years, with ~\$45,000 still in the bank. My personal long term goal is to develop and grow the fund to a \$100,000+ endowment level, a little but every year, so that the fund will be able to perpetuate itself, in the long term...

Currently, with yearly allocations from the scholarship fund, ASI / NSA members sponsor a high school JRROTC wing, whereby 30+ youths each year are introduced to two orientation glider camps over a weekend, whereby each cadet receives two flight instruction rides with a CFG, two days of ground school, whereby they also do community projects around the glider port when they are not flying, and sometimes they each get a ride in Bob Spielman's Cessna. Then the CFG's select two (2) of the best JRROTC candidates who showed the most proficiency and interests in the three "A"'s, "Aptitude, Attitude and Altitude"...who in turn are then invited and offered further instruction to "Solo" and then to "Private" Glider Pilot.

Note from Monique Weil

Please note that NCSA (Northern California Soaring Association) also has a "Dave Cunningham Youth Soaring Scholarship". We appreciate the many contributions received from the community, club members, friends and family of Dave Cunningham and are currently receiving our first applicant for this Scholarship, to honor Dave's dedication to soaring and in particular his enthusiasm in promoting and encouraging youth to learn to fly gliders.

Contact Monique (moniqueweil@comcast.net) for more information.

Stories from the Gang at Truckee

Truckee reopened on May 16th



Mt. Rose Wilderness and Lake Tahoe out of Truckee, ~ Steve Ascher, 5/17/2002

Tow and ride pilot, Shane Gorman, reports that it has been terrific soaring weather since the opening on May 16th. So far the activity has been excellent – mostly scenic rides and instruction. The private owners are starting to arrive and Soar Truckee expects a wonderful season. They are open every day now until mid-October. ~ed

Visit them online at <http://www.soartruckee.com/>

Hollister Happenings

Hollister had 10 people pass their check rides in 2008. As of the end of April, 2009, they have already had 7. Here are their stories courtesy of Quest Richlife. -ed

Another Check Ride Passed at HGC!

HGC would like to congratulate Sergey Sinyachkin for passing his practical test with examiner Dave Morss on Saturday, January 3rd, 2009. Great job Sergey!



Charlie (instructor), Sergey, Dave (Check pilot) ~ Quest Richlife

Sergey successfully added his Glider Rating onto his Commercial pilot certificate, where he already has single and multi-engine airplane, single-engine seaplane, helicopter, and maybe a few others (Powered lift? Airship?). Additionally, Sergey did his training and checkride in a very short period of time. He began with us in mid-December, soloed in just a few days, flew all of his required solos in just a couple days, and aced the checkride in just about two weeks. Sergey's flight instructor was Charlie Hayes, and HGC would also like to congratulate Charlie for a job well done.

Sergey is one of those guys who tinkers with silicon-based life and creates funny looking codes on computer screens in order to satisfy his addiction to being in the air. Thanks for coming to Hollister and flying with us for the past couple weeks, Sergey, and we hope to see you out here again when the spring soaring season gets up and going.

Congratulations again to Sergey and Charlie for jobs well done, and proving that Hollister does offer great conditions year-round for training with that great between-storm weather that we have here in the Bay Area.

Three Check Rides passed at HGC! (Plus one noteworthy solo!)

On Saturday, January 17th, Kevin Weber, Collin Tsai and Juan-Pablo Mejia all passed their practical exams with Designated Pilot Examiner Dave Morss to achieve their individual dreams of being glider pilots. Also, on Friday, January 16th, 14 1/2 year old Andy Jardetzky flew his first solo flight in a glider. Congratulations to all of you for jobs well done! HGC's very own Charlie Hayes was the CFIG who provided the excellent training that brought these applicants up to the knowledge and skill level to be able to pass their check rides. Congratulations Charlie!!

Kevin Weber came to HGC in the spring of 2008 with the desire to pursue an initial pilot certificate, having no previous aeronautical experience. At 6'5", we had to be creative with cushions to get Kevin to fit in the SGS 2-32, but we did it. He flew with Jeffrey Hazlegrove, followed by Drew Pearce, then me (Quest), and beginning in early October, Charlie Hayes. Thanks go out to Drew and Jeffrey for laying the solid early foundations of flight training for Kevin. Kevin loves to sail, and go angling for tuna and other offshore game fishes. Now he can sail the sky on invisible wind currents, and go "angling" for those elusive and powerful "fish of the sky" that we call thermals. Congratulations again, Kevin, Charlie, and all the CFIG's who helped you along the way.

Collin Tsai is about 16 1/2 years old, and has been training and flying at HGC since he was 14. Collin soloed under the authority of CFIG Ruth Cook back in the fall of 2006, and has been improving his skills with almost all of our Flight Instructors ever since. He's flown with Ruth, Jeffrey, Drew, Charlie and me, and I think that we all helped to advance him to where he is today. Collin enjoyed doing thermalling training with Ruth, and even participated in our 1st Gliderpalooza back in September of 2006. Collin's parents, Andrew and Leslie, have been very supportive of his training, giving him encouragement all along the way. Before Collin turned 16, and was able to drive himself to his lessons, Andrew and the entire family would come out to Hollister and patiently watch all of Collin's training flights. Now that's what I call dedicated parents! Once again, congratulations to Collin for working hard to get the certificate and rating, and to Charlie Hayes for his great instruction and dedication. Great job both of you!

Juan-Pablo Mejia came to HGC with a Private Pilot Certificate, Airplane Single Engine, Land, and wanted to add a glider rating to his certificate. Juan-Pablo has a few hundred hours in Cessna 172s, and wanted to take on the fun and challenge of learning a new and exciting form of aviation. He flew with Drew Pearce (great job Drew), as well as myself, and transitioned to Charlie Hayes when Charlie came to HGC in October. Juan-Pablo is a professional, free-lance, website designer,

which gave him a large degree of freedom to come out and train on his own schedule. Because of this flexibility, Juan-Pablo was able to add his glider rating with a relatively small number of flying days, each having many flights, but compressed into just a few months.

Congratulations once again to Juan-Pablo, and Charlie Hayes, for tireless dedication to a goal, and great all-around jobs from both of you. (If the HGC site takes on a "new" look over the next year, you'll know who the designer probably is!)

Andy Jardetzky is a busy young teenager with very supportive parents who also come out to the airport and sit-in on his lessons and watch most of his take-offs and landings. Andy began his training at HGC with Jeffrey Hazlegrove, and then went off on a vacation to Cape Cod where he had the pleasure of getting in a glider lesson at the Marston's Mills airport there. Upon his return, Andy flew with me for a few lessons over the summer, and we worked hard at getting the basics down really solid. Because Andy is very involved with playing the trumpet in his high school marching band, his training slowed up a bit in the fall as he practiced and went off to competitions. Then, after the band season was over, Andy resumed training with Charlie Hayes and his progress was very good in getting up to solo.

Everything was in place on Friday the 16th, and Andy was allowed to take N87R up into the sky by himself with his happy parents and Charlie Hayes looking on from below. We all waited and watched as he performed a perfect landing on runway 31 with many camera shutters clicking as he rolled by the reviewing stand. After he exited the glider there were hugs all around, as well as a bottle of water poured over his head! Congratulations Andy, and we look forward to seeing you progress with Charlie Hayes over the next year and a half as you gain the skills necessary to pass your practical test on your 16th birthday. Great job Andy, and great job Charlie!

HGC congratulates all four of you, with special applause for Charlie Hayes for his great work as your Flight Instructor. Thanks also to all of the other flight instructors, as well as the tow pilots, line personnel, office workers, and Joy Pierce, for their work and dedication to HGC and soaring in general. Also, thanks to Haven for keeping everything going so we can have these successes at Hollister on a regular basis.

Yet Another Check Ride Passed at HGC!

HGC would like to congratulate Steve Sutton who passed his Practical Test with Designated Pilot Examiner Dave Morss on Friday, January 30th, 2009. Great job Steve!! Steve's main Flight Instructor was Charlie Hayes, and HGC would also like to thank Charlie for all of his hard work and dedication in getting Steve up to speed for his checkride. Great job Charlie!

Steve came to HGC last fall with the desire to add his Glider Rating onto his Private Certificate, which he already held with an Airplane Single Engine Land rating. Steve did an introductory lesson with me, and then I worked with him for a few sessions before I was able to hand him off to "The Master", Charlie Hayes, for the bulk of his training. Steve took a few weeks off during the holiday season, but came back in early January and, being the excellent "stick" that he is, finished up in no time.

Steve has been living in the Oakland area while attending law school at Cal in Berkeley, and belongs to a flying club on the airport at Oakland's North Field. Quite often, Steve would fly to Hollister for his lesson with HGC in one of his club's Skyhawks to avoid traffic and cut down on transit time. That's a great way to stay current in the powered equipment, while at the same time making his glider training as efficient as possible. (Power pilots out there thinking about a glider rating, take note!)

Steve is learning one type of law at Cal, but we're also glad that he came to Hollister and learned about all the laws that glider and soaring pilots must know about and master. These are the aerodynamic and physical laws that we must know about in order to thwart the one law that a very famous rabbit never studied: the Law of Gravity!

Good luck in your law career, Steve, and congratulations once again for a job well done in adding your glider rating to your Certificate. Have fun in all of your aviation endeavors, and hopefully we'll see you again out at Hollister some time during the good soaring weather.

March 2009 - Two More Check Rides

HGC would like to congratulate Herve' Goguely and Robert Harley for passing their Practical Tests for their Private Glider Ratings. Great job both of you!

Herve' passed his practical test on Wednesday, March 18th, after just a few concentrated training sessions with Charlie Hayes. Great job Charlie! Herve' has a foreign power license, as well as a foreign glider license, but wanted to have the US certificate too. He owns a Stemme self-launcher, and has been getting quite a bit of time flying it around on a solo self-launch endorsement. But he felt that now was an ideal time to spend some quality time at HGC and get finished up with the US rating, and get an aero-tow endorsement to boot! We hope that Herve' will drop in from time to time and say "hi" whenever he's out in his Stemme and the soaring conditions take him in or around the Hollister neighborhood. Once again, congratulations Herve' for a great job done in record time!

Robert (Bob) Harley passed his Practical Test with

Designated Pilot Examiner Dave Morss on Monday, March 23rd, to add the Private Pilot Glider rating to his Commercial Airplane Certificate. Bob is a dentist in the South Bay who has several hundred hours of powered flight time and enjoys doing intense aerobatics and tumbling maneuvers in an Extra 300 out of Hayward. Recently, he was treated to an "extra-seat" flight in the BASA DG 1000 with Member Wolf Weber, and was introduced to the thrill of soaring that the rest of the glider flying community knows all too well. Bob got bit by "the Bug", and decided to plunge head-first into a concentrated training program. He headed out to HGC a couple times a week to train with me for the last six weeks or so, and picked up the skills needed to nicely handle the SGS 2-32 in short order. Now that he's got the ticket in his pocket with the ink still wet, he wants to join BASA and get into flying the glass ships ASAP. His ultimate goal is the brass ring of the DGs and Pegasi, and then, as they say, "the sky's the limit"! Great job Bob, and HGC welcomes you into the next great adventure in your aviation life: piloting a glider to soar on the rising air so that you may enjoy all the freedom that your skills will allow you to reap!

April 2009 Check Ride

On Sunday, April 5th, Ido Ofir (son of BASA member Ram Ofir) passed his practical test with Designated Pilot Examiner Dave Morss and was issued his Initial Private Pilot Certificate with a Glider Rating. Congratulations Ido! Ido is a twenty one year old student at UC Davis studying for an EE (electrical engineering) degree in Computer Engineering, which encompasses both hardware and software. During his winter break from college studies in December, he took advantage of the HGC Winter Special to begin glider flight training with CFG Charlie Hayes. (Congratulations Charlie!) Ido trained in earnest by coming out to Hollister quite a few weekend days in January, February and March, and was able to get prepped for the practical test in a surprisingly short span of time. (I guess it helps that he has flown with his father Ram in the two-place BASA ships many times over the years!) So, once again, congratulations Ido, and Charlie Hayes, for your great work and dedication in the pursuit of yet another success story at Hollister Gliding Club. We hope to see Ido, and Ram, coming out to take advantage of the great spring soaring conditions that are just around the corner here at Hollister.

Great job everybody!

News from NCSA

Northern California Soaring Association 2008 ACCOMPLISHMENTS - AWARDS

SSA BADGES & BADGE LEGS

A: *Eric Nelson; Mike Shapira; Phil Hoyt; Steve Yoder; George Papich*

B: *Seth Dunham; Phil Hoyt*
C: *Seth Dunham; Mark Violet; Mike Voie;*
Silver Altitude: *Mark Violet*
Silver Distance: *Larry Suter*
Silver Badge: *Mike Voie;*
Gold Altitude: *Larry Suter*

New Glider Ratings

Mark Violet: Private Pilot Glider
Seth Dunham: Private Pilot Glider
Larry Suter:, Commercial Glider Written Exam passed 96%

WINGS:

Taylor Nichols
Larry Suter,
Mike Voie,
Bruce Roberts
Mike Mayo,
John Randazzo,
Yuliy Gerchikov

Records set:

Rolf Peterson: State Records
California - Sports Class Free Out and Return Dist
Nevada - Sports Class Free Distance
Utah -Open Class Single Place and 15 Meter Class
Three Turn Point Distance

Awards were divided into two sections: Advanced and Standard:

TOTAL CROSS-COUNTRY STATUTE MILES -

Adv: *Ramy Yanetz:* 16,980 sm.
Std: *Jim Conger:* 6,036 sm

LONGEST DISTANCE FLIGHT ANYWHERE:

Adv: *Ramy Yanetz:* 651 sm from Truckee
Std: *Jim Conger:* 443sm from Truckee

LONGEST DISTANCE FLIGHT FROM BYRON:

Adv: *Ramy Yanetz:* 325 sm
Std: *Mike Mayo:* 141sm

HIGHEST ALTITUDE ACHIEVED FROM ANYWHERE:

Adv: *Shannon Madsen:* 25,000' Minden wave window
Std: *Morteza Ansari:* 17,999'

HIGHEST ALTITUDE ACHIEVED FROM BYRON:

Adv: *Ramy Yanetz:* 16,100' in wave;
Std: *Shannon Madsen:* 14,400'

FASTEST AVERAGE X-C SPEED ANYWHERE?

Adv: *Ramy Yanetz:* 120MPH along 300 sm - white mountains
Std: *Mike Mayo:* 84mph av over 370 miles

PILOT OF THE YEAR:

Adv: *RAMY YANETZ* 16,980 miles: Looks like upgrading my glider resulted in my best year ever, with most miles, hours and speed flown than any previous year! Longest flight: 651sm from TRK
Std: *JIM CONGER* 6036sm1. Longest flight was 713km (443sm) - Truckee, Schulmann Grove,

INSTRUCTOR OF THE YEAR

MONIQUE WEIL 218 instr flights/85.2 instr hrs

TOW PILOT OF THE YEAR

KEN FERGUSON 137 Tows: 33.2 hr towing

SPARK PLUG OF THE YEAR:

MIKE SCHNEIDER -countless hours keeping Tow Plane flying

SURVIVED FOURTH YEAR AS PRESIDENT:

BILL LEVINSON

SPECIAL AWARD:

BUZZ GRAVES: Best Article "A Very Special Flight" - SOARING with CONDORS -

Summer Flying in New Zealand

by Harry Fox (Feb. 6, 2009)

I'm in the pilot lounge at Omarama right now after 5 days in a row of flying. I'm taking a break for a few days, then back here later in the week.

This is my first time flying here. Those of you who have been here before know what it's like, but for the rest of you, the kind of flying they do here will blow you away. Yesterday was a wave day, and we went up to Mount Cook to ridge-soar the face, then off for a cross-country tour in wave. I was flying a Duo Discus full of water with Devin Bargainer, a young Ohioan who is on the US Junior National Team. We went screaming around the countryside at 120 knots IAS at 13,000 to 17,000 feet. The two previous days were thermal days, and I flew with Gavin Wills to the edge of Milford Sound and back both days. A photo is attached showing Devin and a young Lufthansa pilot in another Duo, midway along the trip south.

I flew with Philip Plane (great name, huh?) on 2009-02-03 (wave flight in DG-1000), and with Gavin Wills on 2009-02-04 and 2009-02-05 (thermal flights to edge of Milford Sound). Devin has not posted our Mount Cook flight from 2009-02-06, but if you look at Gavin's flight from that date it is nearly the same as ours, since we just chased Gavin and his co-pilot David around most of the day.

It was interesting doing a lead-and-follow with one glider unballasted (Gavin and David) and the other full of water ballast (me and Devin). Gavin flies a Duo Discus X, while Devin and I were flying an older Duo Discus that has been refitted with the same winglets as the X. So the only aerodynamic difference between the two gliders would be a more modern tail design on Gavin's X. At low speeds in lift, Gavin would out-climb us, but at 100 knots or more we would just run away from Gavin if we tried to stay at the same height, or quickly rise above if at the same speed. I kept taking excursions a couple miles off to the side and back, or big wide circles, to keep from getting out ahead.

Gavin's group has the largest fleet of DuoDiscus in the world including two DuoDiscus X, plus one DG-1000

which was the original factory demonstrator that appeared in a lot of the DG promotional photos. DG refurbished it when they sold it to Omarama and it flies real nice. They also have an ASH-25 and several single seaters, and there are other Duos and at least one other ASH-25 on the field. So the grid at the start of towing looks pretty impressive on a typical day.

The glideomarama instructors post their flights on OLC at:

<http://www.onlinecontest.org/olc-2.0/gliding/flightsOfClub.html?cc=2101>

A New Obstacle to Be On the Lookout For

By Fred LaSor

Following up on my report at last night's [Feb. 23 PASCO Board] meeting, the Bureau of Land Management (BLM) has authorized (and will in future authorize) wind energy site testing towers on a number of mountain peaks in Nevada (and in California, but I have not researched those). These towers are designed to hold equipment to measure wind energy over a period of up to 3 years, after which they will be removed.



Most of these towers are a metal pole 6" in diameter rising to a height of 180' above ground, and guyed by an

array of wires coming down at an angle. The towers might have a flashing red light on top, or no marking device at all.

The BLM has a web site where actual and authorized towers are located.

That web site is at

<<http://www.geocommunicator.gov/blmMap/Map.jsp?MAP=Energy>>

It is anticipated that up to 200 such towers will be in place in the coming 3 years. As the towers and their associated guy wires are potential hazards to gliders I had thought to post a list of tower locations by GPS coordinates. This is not going to be easy: the BLM describes the location by township, range, section and subdivision. I am wondering if one of PASCO's computer people could figure out a way to translate the BLM description into a description that would be more easily useable by glider pilots (i.e., GPS coordinates).

The danger to glider pilots from these towers might not be particularly great: most of us will not be flying within 200' of ridge tops. And the actual footprint of the tower with associated guy wires is only 17'. On top of that, existing locations are along I 80 between Reno and Winnemucca, and halfway between Elko and the Utah border -- neither of which is a particularly high density soaring area from my own experience. More sites will be developed in future, and these are listed at the same web site.

If someone can come up with a way to turn the current location description into GPS coordinates I will put together a list and send it to PASCO for general distribution.



98 & EH on Dual Tow from Williams ~ Pete Alexander

What's Happening at Williams

All in the Family

Something you don't see to often, a 14yr old flying an ASW 24. Ben Mayes flew "DR" on January 19, for the

first time and was solid as a rock. Mom, Noelle, sitting by the radio was a little worried when she got a radio call informing her "it loops real nice". 😊 he was joking 😊



Ben Mayes, 14, after soloing in an ASW-24 at Williams

Other recent solo's at Williams:

Jason Rossi , April 19
Ben Fetzer, March 5
Jim Marshall, Feb 20
Bill Curry, Dec 12
Tom Birchfield, Dec 11

Three New Glider Pilots at Williams

Congratulations to Bill Curry on earning his Private Glider Add on Rating today! Way to go Bill. Feb 8, 2009



Rex Mayes congratulates Bill after his check ride

Congratulations to Jan Sciacca...who on a rainy day (Jan 22) was a spot of sunshine when she earned her Private Pilot Glider Rating! Way to Go JAN!



Rex Mayes congratulates Jan Sciacca after on earning her Private Pilot Glider rating

Congratulations to Ernie Pieper on earning his Private Glider Rating today. Ernie and Rex flew in the wave for his check ride on Dec 22, 2008. Way to Go Ernie!



Rex Mayes congratulates Ernie after his check ride

Alby on the Move!!

Third Leg for Alby (Byron to Hollister) as He Makes His Way Across the Country

by Buzz Graves (March 5, 2009)

It was a ground skimming experience in the beginning with very low cloud bases around 2.5k and later improved. Good thing it was the only way I was going to get into Hollister. I tried getting back on my own, but there was lots of overdevelopment over the Hamiltons shutting down the area to the east, flew through rain and hail getting out of Hollister. Had I had more time the

clouds on the east side of the central valley were a lot more solid and probably would have gotten me back with more daylight. Had a few saves with hawks leading the way to Hollister, very cool.



Buzz hands off Alby to Quest at Hollister

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-637038187>

Alby makes headlines – the following article appeared in the Hollister Weekend Pinnacle

Gliding into Hollister Friday, March 20, 2009

by Adam Breen

Albatross trophy traveling around country by glider

An albatross is the supreme glider of the bird world, soaring for long distances on wind currents with hardly a beat of its wings. It is an appropriate symbol, therefore, for a cross-country venture designed to unite glider operators around the country.

This week the Hollister Airport was the latest stop for a statue of the seabird that is making its way around the state and, ultimately, around the country by powerless flight.

"It's something to bring the soaring community together," said Quest Richlife of the Hollister Gliding Club, which tows gliders into the air and offers flight instruction from the local airport.

On March 5, pilot Buzz Graves soared from Byron to Hollister with "Alby," a bronze trophy shaped like an albatross. The goal is for the trophy to be carried aboard sailplanes from soaring site to soaring site across the continental United States.

Since then, the trophy has rested at the Hollister Municipal Airport, waiting for the right weather conditions to have it taken by glider to Avenal.

"The thing about soaring is that there's no such thing as a scheduled departure," Richlife said. "It'll be someday soon that somebody takes off with it. It could be within the next week to 10 days. It's hard to say exactly what the weather's supposed to be. It's a project that's bigger than me."

Alby's voyage is being tracked on the Web at <http://albysvorage.blogspot.com>, through which visitors can check the location of the albatross as well as find out where it has been and where it is scheduled to go.

Richlife said he read about the trip in an online chat group to which he belongs, but he did not know when Alby was landing in Hollister until Graves' glider was three miles from the Hollister airport.

"This is an obscure thing that nobody would think of happening if they were away from the airport," Richlife said. "Aviation, and particularly gliding, is a small community and a lot of people just don't know about it."



There are parameters that glider pilots carrying Alby have to follow, such as which direction they must be towed into flight, the altitude at which they can glide and that they must make their trip from airport to airport without stopping.

Graves' trip to Hollister, as detailed on the Alby blog, "was a ground-skimming experience," as the amount of lifting winds were not ideal for passage from the Central Valley to Hollister.

"In order to make it to Hollister I needed to climb over the mountains," Graves wrote. "On the first attempt I didn't connect [with the wind] and retreated. On the second attempt I connected with a climb to over 4K (4,000 feet) with good lift being marked by clouds toward Hollister."

The challenge at that point, Graves said, "was to dodge the columns of rain and hail that were falling from some very dark cumulus clouds that were very serious looking."

Though he and Alby "got a little wet on the way," they landed in bright sunshine at the Hollister Airport.

"We were greeted by the local glider pilots and congratulated on our flight," Graves said, adding that the greeters were "a little surprised that I appeared out of that darkened sky to the east."

As of The Pinnacle's press time, it was not known who would take Alby on the next leg of its journey.

"It will hopefully be someone from the local soaring community," Richlife said, noting that most glider pilots who use Hollister as a home base don't live here.

In the meantime, pilots will turn their heads toward the sky, watching for certain cloud formations that will indicate the proper thermal activity exists to lift gliders to the appropriate flying height.

"It's kind of like sailing," Richlife said. "You're always seeing where the winds are. When we see lots of big, puffy white clouds, it's going to be a good day."

Drew Pearce, owner of Bay Area Glider Rides, which offers scenic soaring rides from the Hollister airport, said Alby's flight - which has planned stops in Nevada, Arizona, New Mexico, Texas and other southern states - "is partly to promote the sport and to bring camaraderie among the pilots across the country. Mostly, it's something fun to do."

Fourth Leg for Alby

by Jonathan Hughes

Alby enjoyed his stay at Hollister but he was getting restless and wanted to get going on his journey to the east. Alby wanted to get to Avenal and I offered to give him a ride in my glider. He has enjoyed flying around in a Discus, ASW-27, and DG-800 so he was looking forward to seeing what it is like to fly in an Jantar. He wanted to

go last weekend but the high cirrus made that impossible. This Sunday was looking promising and with the rain coming in on Saturday evening it was looking like a good post-frontal day.

I got a late start on Sunday (March 22, 2009) and didn't get to Hollister until a little after 11:00 AM just in time to see BG take off. I quickly collected Alby from the HGC office and tucked him snugly into his traveling case. I have been working on various little projects on my glider for the past several weeks so it took me a little time to make sure everything was back together and ready to go before taking off (more about that later). In the meantime, a rain shower had moved in from the north which delayed us even more.

I finally took off about 1:30PM and took a 3,700ft AGL tow to Kelly's Ranch airstrip 4.5nm northeast of Hollister which was the closest thermal. The rules for Alby state that you should release below 3,000ft and to the west of the airport when Alby is flying east. I clarified with the Albymasters that the conditions in Hollister would probably require special dispensation and received a waiver from the tow height and release rules for my flight. Alby said he felt our flight met the spirit of the rule as we released as low and close to Hollister as possible on the day we flew.

Conditions were soft at first and the wind was blowing from 305 at 21kts. I was able to climb up to about 5,000ft before heading out towards Los Banos. I was finding lots of sink in some areas and not being very high I was a little worried about how easy this flight was going to be. Alby said not to worry and found a few thermals when we got low. Every time I found myself in a position where I either needed to climb or head towards my landout option Alby found a thermal. It about this time that I noticed that the arrival altitude for my landout option on my PDA was changing but the distance didn't seem to change. I also noted that the direction of flight seemed to be in the wrong direction. A little bit of troubleshooting revealed that the logger was communicating with the PDA but the logger thought we hadn't moved from just south of the San Luis Reservoir. Alby said not to worry, we could complete the flight using ded reckoning and since I always have a sectional with me we didn't have any trouble figuring out where we were.

Our route of flight was from Kelly's Ranch to the north east towards Los Banos and then south towards I5. Conditions got stronger as we got closer to Mercy Hot Springs and by the time we made it to Harris Ranch I knew we had Avenal in glide. The problem was a line of rain showers that stretched from San Benito peak past Coalinga to the foothills east of Avenal. I was fairly sure we could get through but I couldn't see the runway and wasn't sure what the condition of the surface would be after all the rain.

As we approached from the east it became obvious that the rain was more to the south and the airport was in the

clear. I flew a little past Avenal to show Alby the direction he would want to go later before landing at Avenal about 3:35PM. Ironically, with all the wind at altitude the winds at Avenal were light when I landed but picked up later in the day by the time I towed out. No one appeared to be around when I landed and I was a little concerned about leaving Alby alone but Loyal Savaria showed up a little while later and gladly accepted Alby on behalf of the Avenal club. A little later, a member of the Avenal city council showed up and gave Alby an official welcome.



Jonathan passes Alby to Loyal Savaria in Avenal

Loyal said he didn't want to tow me all the way back to Hollister with that headwind so Harry Fox came in our Citabria and towed me back home. I released 12 miles south of Hollister at almost 7,000ft and I was still worried about making it back into the headwind. It was almost like standing still. I got back to Hollister just in time to get disassembled and put away before it got dark.

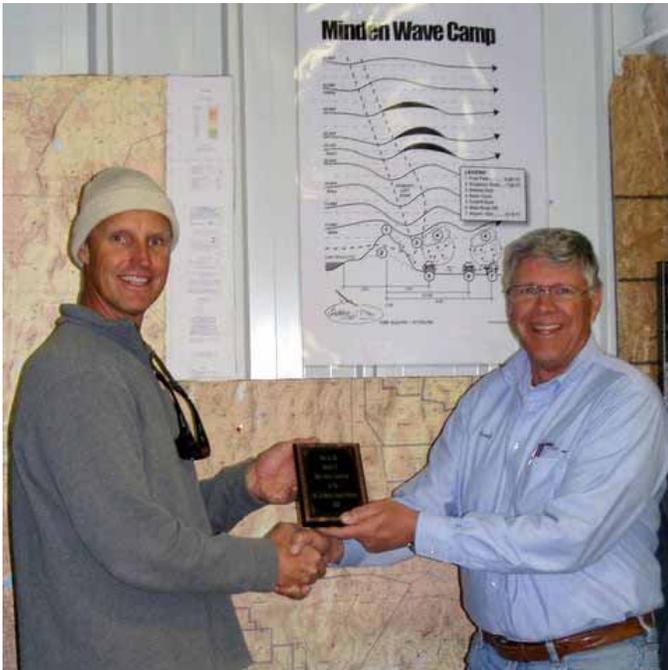
Although Alby and I only got to fly together for 2.1 hours we had a good time and I'm looking forward to following his journey as he makes his way across the country. I don't have a logger trace for the flight but the route was right over I5 most of the way. I got as high as 7,000ft and as low as 3,600. Winds were strong from the north but there was no wave found.

*As of this writing, Alby has made completed four more legs of his journey since Jonathan brought him to Avenal. **Mario Crosino** flew him to Tehachapi on his second attempt, **Cindy Brickner** flew him from Tehachapi to Cal City, on the third attempt (one by Christian Mackin) **Marty Eiler** flew him to Jean, NV. The latest logbook entry was on May 17 when **Shad Dvorchak** flew him to Coyote Run, AZ.*

Follow Alby's flights and the stories of the Alby Pilots on the Alby blog page:

<http://albysvoyage.blogspot.com/2009/04/f.html>

Fred LaSor receives SSA Recognition



Fred LaSor shown receiving the SSA Region 11 "Most Active Instructor in the ABC & Bronze Badge Program" Award from Gordon Boettger during the Minden Wave Camp, sponsored by Soaring NV. This is Fred's third year to win this award and reflects his eagerness to bring new pilots into soaring and into the SSA.

Minden to Susanville and Back ... or What To Do When the Wave Stops

by Fred LaSor

As we were winding up the wave camp in Minden this year we got to noticing that April 13 looked to be the last wave day for a few weeks, so a few of us decided it was too good an opportunity to pass up. Cary Mendes (a participant in the wave camp) and I decided to try a cross country flight in the company of Gordon Boettger, who wanted to fly to Susanville and back in his Kestrel, and we decided we'd try to get an early start so if the wave was strong enough we could perhaps push north beyond Susanville.

Monday didn't turn out to be as wavy as we were hoping, even though we were kitted up and ready to launch at 8:00 am. So we sat around looking at wind and weather charts, and talking to Doug Armstrong, the expert on wave matters in the eastern Sierra. He told us to hang in there, as it was going to do its thing and had in fact had already started to the north.

Gordo launched first, at 12:30, and Cary and I were airborne 15 minutes later in Soaring NV's newer Duo Discus – the "X" model. We towed to about 9,000' over Jack's Valley and connected with moderate wave, but it just didn't seem to get any stronger, even as we climbed.

Hoping it would increase in strength as we flew north, we pushed off on course to Susanville.

By the time we reached Mt. Rose we were at around 16,000', but that's about as high as we got before jumping across I 80 west of Reno. About even with Reno Stead Airport we found the only really strong lift of the entire flight, climbing right up to 18,000' before flying west to get out of the strong lift and avoid busting Class A.

Lift didn't get any stronger as we pushed north, much to our surprise, but we found two more patches of wave that kept us at around 15,000' as we neared Susanville and we managed to turn the airport at right around that altitude.

We were surprised on turning back south that we did not run into the same patches of lift we had found going north. It appeared the wave had turned off. We pushed on with some confidence, though, only to have that dashed pretty consistently. Finally we found a little lift at 9,000' just at Hallelulah Junction, but it was clearly thermal, not wave. We managed to climb back to 10,000', and with Reno Stead as a possible landout airport, pushed further, to Peavine.

Gordon had pushed further south by this time but I spent a few minutes over Peavine climbing back to around 10,500'. I also tuned in Reno Approach and began to talk to them about the possibility of landing there. I had the altitude to make Reno International, but told them I'd like to try a cloud just south of Peavine before making up my mind.

That cloud didn't do me any good so I told Approach I was going to land there and they cleared me to overfly the airport and set up for landing on runway 25, telling me I had winds of 26 kts at 250. I put the gear down and flew a left downwind to 25, but when I got to the clear ground southeast of the airport I began to notice hints of lift so I asked the tower (they had already cleared me to land on 25) if I could delay a while and try to work that lift. They approved that so I retracted the gear and after about 15 minutes was up to 9,000' and still climbing.

The tower turned me back to Approach and I kept them informed as I continued to search under a cloud to the south for more lift. We were getting 6-8 knots up most of the time, and the closer I got to the cloud the better it looked for me to make it back at least to Carson City and possibly even to Minden. Then all of a sudden the lift turned laminar and we knew we had Minden made.

I thanked Reno Approach for their great assistance, changed frequencies, and pushed on to Minden, arriving a little after 6:00 p.m.

The entire trip lasted five hours and 19 minutes and covered 200 miles. I theorize that the air turned unstable over Herlong, which is what caused the wave to

disappear, and that it was still unstable over most of Reno although the secondary was stable and laminar.

The real lesson was just how well glider pilots and Reno controllers could work together. I was in communication with Reno Approach and tower for probably the better part of an hour and they were very accommodating of my changing situation throughout. On only two occasions was there any other traffic and it was easy for everyone to sort things out so we were never in any kind of conflict. I really appreciate all the help the folks at Reno gave us – gliders don't often drop in on them, and they had to handle two of them this time (Gordo ultimately decided to land there and take an aero retrieve rather than try to follow me home).

All this reinforces the message we heard from the FAA controllers who attended our wave camp: talk, talk, talk. Tell them where you are, who you are, and what you need to do. Start talking early so you don't drop out of the sky at the last minute. And tell them you're working the air around you and would appreciate it if they could bear with you. I ended up talking to three different controllers (northern approach, southern approach and tower) and all were as helpful as could be. Of course it helps that they had my transponder on their radar the entire time – going north and south – but they also needed to hear from me. So I urge all glider pilots flying around this area: talk to the controllers in Reno. They're a great bunch of folks and they were a big help when my workload was about maxed out. I thank them for sticking with me.

A Mad Dash to Arizona, a Flight to the Borderland – April 15, 2009

by Ramy Yanetz (reprinted from the NCSA Buzzard)



I have been wanting to fly to the border for long time. My quest started almost 10 years ago when I did my first attempt on breaking the Hollister Mad Dash straight out

distance. After years of flying mostly straight outs in hang gliders, it felt natural to me, so during my first season on my first sailplane (LS4) I was focusing on breaking Tom Hubbard's 185 miles record to the Grapevine, and indeed on 5/11/2000 I finally made it to Tehachapi. Back then, Tehachapi and Mojave were considered the ultimate goal, and no one dared thinking much further.

The following year I made it to Mojave, and the year after I made it to Barstow. But the real break through came with Brian Choate's historic flight to Palm Springs area in 2003, some 362 miles from Hollister. What was so unusual about his flight, was that after sinking like a rock on the back side of the Gorman pass, a few minutes from having to crash land on a dirt road, he contacted wave at 800 ft AGL(!), taking him all the way to 18K which gave him over 100 miles final glide to Bermuda Dunes. The idea that it might be possible to fly thermals to the Grapevine, then transition to wave flight, was born, but no one (including Brian) really wanted to repeat this, so we all continued focusing on thermal flights.

Around this time we started to talk about flying to the Mexican border, first as a joke, but later as a real goal. Making it to the border became the ultimate dream flight for Eric Rupp and myself. I continued attempting to break the mad dash record at least once every year, and while continuing making it further and further all the way to Hemet, it became evident that breaking Brian's record is going to be very challenging, and will require an epic day, mostly due to the complex terrain further south which requires multiple shear line transitions, in which the sun usually won the race. While gaining more experience on how to actually accomplish the task, I also became more creative with my retrievals. Usually my wife would crew for me while we were going on trips down south, but occasionally I used other methods of self retrieve, such as landing at glider ports and flying most of the way back the next day, or taking a Southwest airline back home after landing not far from Ontario.

Then, on 6/21/08, 5 years after Brian's flight, the ultimate breakthrough came with Eric's outstanding 444 miles flight to Calexico, making him the first man who made it to the border. Eric proved that with the right day, preparation, determination and skill, nothing is impossible. For a while it seemed like this flight will seal the Hollister Mad Dash, as there is no where to go further south without landing in Mexico, until Kempton suggested Yuma, AZ, as the ultimate goal, as it sits further east right where the 3 corners of California, Mexico and Arizona meet. There is practically nowhere to go further from there as it is all surrounded with border, restricted areas and many miles of unlandable terrain with no airports. A quick check confirmed that by overflying the airport by a few miles, the 10% requirement for new mad dash record can be met. What's more, Yuma is directly downwind from Hollister in

NW wind, making it the best goal for NW wind wave.

On April 14, it became evident that the next day is going to be the day. A large very cold low pressure was moving down with strong NNW flow. All the forecast models and blipmaps pointed to moderately strong NW wind with relatively high base cu's (up to 9K) all the way from Hollister to the grapevine.



Grapevine ~ Ramy Yanetz

This is especially rare since often there are no clouds near the grapevine, and if there are, they are typically too low to safely cross the passes in strong wind. In addition, the wind was predicted to be much stronger, up to 50 knots, further south, virtually guaranteeing wave down wind of the pass. Yuma suddenly looked doable, and if all goes as forecasted, it may even be easy. But the hardest task was to overcome all the logistic obstacles. First we needed to generate enough excitement to justify a tow pilot on a day when HGC is closed and the runways were closed for maintenance till noon. Once this was accomplished (thanks Quest!), the next problem was to get time off from work for the 2 days the trip will require, find a babysitter and convince my wife that driving for 12 hours, alone, with a trailer, can be fun. Apparently my level of confidence in the weather forecast was so high, that I managed to make it all happen. I then sat down with my computer until late at night, analyzing maps, flight traces and weather, and carefully planned the flight. I figured that even a noon launch, which is relatively late for record attempts, will still do thanks to the strong wind. But it was also clear that the key to make it is the transition to wave south of the Grapevine. It will not be possible to accomplish such a distance using only thermals in 7 hours so early in the season, as the Mojave Desert thermals are relatively poor this time of the year. Without wave I would have landed somewhere in the Mojave desert in 30-40knots wind, not so pleasant.

On the morning of the flight, everything looked as expected. The forecast was still holding, and cu's were everywhere and already high enough when I arrived at Hollister airport around 10AM. I knew that today is the day. I even shared my plans and my goal with few friends, but avoided announcing it on hgcgroup so not to jinx it, as last time I announced my intention to go to the border, I landed at Panoche instead. Due to the downwind nature of the flight, and the expected wave

flight, I decided not to bother with water ballast. I took a local tow around 12:15 and released around 2000 ft AGL west of the airport, put promptly dropped to 1500ft AGL before finding a good climb to 5500ft. In retrospect, I should have dropped another 100 feet or release a little earlier, as it turned out I missed diamond altitude by 100 feet!



The author gets ready for this record flight

The first portion of the flight up to the grapevine was uneventful. Bases were around 6K near Hollister, rising to 9K further south, exactly as blipmap predicted, and it was relatively easy to follow the clouds, with a 15+knots tailwind. The lift under the clouds was strong but often choppy, and I decided not to spend time trying to core if I didn't find the core right away, and just kept going. I took the usual route over the mountain ranges to Taft, and then moved further south east towards the Grapevine, where the Kern Mountains are lower and narrower, allowing safe jump to Mojave. The ridge tops there are around 5000 ft. Knowing that the wind was predicted to be over 50 knots in this area, I decided I will not attempt this if I can not get high enough before the pass. I slowed down significantly to get as high as possible (9000 ft) before I committed to go over the back, and by the time I got over the ridge top, at 3:20PM, I was down to 8000 ft. The wind was still below 20 knots on the upwind side, so with 3000 ft clearance above ridge top, and 3000ft or more above glide to the nearest airports in Mojave, it felt completely safe to hop over. I did hit more than 20 knots down on the back side, but for very short time and only lost 1000 ft or so before I hit the wave at 7000ft near Quail Lake/Gorman area. The wind was blowing twice as strong down there. Landing in the Mojave desert would have been "interesting", but the look of the wave clouds did not left much to worry, the wave was obviously working there. Cloud base was about the same as in front of the pass, around 9000 ft, and it only took me 3 to 4 turns to establish in the wave in front of it. In less than 20 minutes I was approaching 18,000ft, with climb rate often exceeding 10 knots. Once I got close to 18, I pointed the nose downwind with 50 knots tail wind and ground speed of 120-150knots,

following numerous wave undulations, perfectly spaced from each other, towards Palm Springs.



Gorman Wave ~ Ramy Yanetz

I got down to 10,000 ft over San Bernardino before I hit the Cajon pass/Big Bear wave, but this one was only good to 14K with relatively slow climb, but I needed all the altitude I could get to be able to fly over the top of the clouds to the next gap without risking sinking into the clouds. The ground below me and in front of me was often completely obscured by clouds. Although I didn't need it, it was reassuring to have a turn and bank indicator. I knew I needed to be near 18,000 feet over San Jacinto to be able to go on a 130+ statute miles of final glide to Yuma. And indeed downwind of San Gorgonio Mountain I finally found a good climb back to 18K, right in front of San Jacinto, then one last climb to 17,500 ft down wind of it, near Palm Springs, before I went on final glide.



That's Palm Springs down there ~ Ramy Yanetz

My flight computer was showing I had Yuma with at least 4000 ft to spare, but before I got too excited I realized it was assuming 50 knots tail wind all the way down to the ground, which I knew will not be the case, as the Yuma AWOS was reporting less than 20 knots. As such, I decided to fly conservatively and stopped a few times in weak wave lift, although it was not really needed. It was interesting to notice how far down wind of the mountains I could find wave patterns of sink and weak lift. I needed to navigate around the restricted areas and through the 4 mile corridor between them, flew by the Mexican border, and received clearance to land from Yuma tower. I arrived over Yuma at 2500 ft, then over flew the airport by additional 3 miles to meet the straight distance

requirement, before turning back to land at Yuma International Airport shortly after 7PM. I was greeted by the friendly FBO who also provided me with the airport courtesy car so I could drive to the nearby motel and wait for my wife who was still 5 hours behind. The next day it took us 12 hours to drive back home.



"TG" crew, Katia, at Mexican border

Total OLC distance = 810.6KM (504 SM), 6:49 hours, 118.82 km/h. Straight Out distance to goal = 489.4 SM (787.6km) - a new Bay Area/Hollister record and first flight to Arizona from Hollister.

A special thanks to Quest who towed us on his day off, to Joy for coming to help us on the ground, to Matt who brought this special day to our attention, to Kempton for suggesting Yuma as goal and providing great insight into the Gorman wave, and last but absolutely not least, to Katia, my lovely wife and crew extraordinaire, for driving 1000km in 12 hours to retrieve me, and putting up with me the rest of the time.

Ramy Yanetz
ASW27 "TG"

I was reflecting over my recent flights and realized again why I am so addicted to the sport of soaring. After almost 30 years of soaring (20 in hang gliders and 10 in sailplanes), I can still find new excitement and new experiences in almost every flight. I am not aware of many other sports which can provide the same. In one week I had 3 flights, each provided new experiences - I flew the furthest from start than ever before (nearly 800 km), went to places I never been before, including over the Ocean by Big Sur, altitudes I never imagined possible (nearly 15,000 feet in thermals over the Big Sur coastal range, as high as pilots over the Sierras that day), and flight regimes I rarely experienced before such as transitioning from thermals to down wind wave dash. I also realize that although soaring is mostly an individual activity, none of this would be possible without the dedication of the FBO's, clubs, tow pilots, friends who can be relied upon for retrieves, and of course spouses, who put up with their husband's somewhat selfish pursuit. :-)

Thank you all, Ramy

Ramy Gets the Record

From Quest Richlife

I have reviewed enough information to determine that Ramy Yanetz did in fact set a new HGC Mad Dash record on his straight-out flight to Yuma, Arizona on Wednesday, April 15th. Congratulations are in order for Ramy for this great flight, and for providing continued inspiration to all the cross-country glider pilots who soar out of Hollister.

Ramy will receive the Mad Dash prize from HGC which consists of \$500 worth of tows.

The Mad Dash is an informal contest that is based on straight-out flights from Hollister, with each successive record being at least 10% longer than the previously held mark. Before Ramy's flight, the most recent record was held by Eric Rupp, who had a terrific flight from Hollister to Calexico on June 21st, 2008. Without going into all the technical aspects of how distances are measured, suffice it to say that the distance Ramy flew from Hollister to Yuma met the 10% rule. Even though the straight-line distance from Hollister to Calexico vs. Hollister to Yuma may not appear to be enough, Ramy had flown a few miles passed Yuma, and then back for his landing, which gave him the miles needed.

The question of whether the distance should be measured from airport to airport, or from farthest actual distances in the air, came up and was resolved. We determined that the farthest distances are the best way to determine the flight distance, even if the pilot reverses course to land at a nearby airport. This prevents the possibility that a pilot might make a potentially damaging or dangerous off-airport landing in a field in order to break the record.

In an informal contest such as the Mad Dash, it is usually beneficial to try to look at the underlying "spirit and intent" of the rules, to see what we're really trying to accomplish. The spirit of the Mad Dash is to encourage pilots to fly cross-country out of Hollister, and for them to persevere and be creative in finding new and better ways to go distances and routes. The use of the "10%" rule is a convenience, as it is a nice, round number, and is pretty easy to calculate. But if it were 9.3% or 10.6%, or even 8.9%, if a flight met the "spirit and intent" of the Mad Dash, a creative, unique flight might still be judged to have broken the record. I find myself going back to the times when I was a recreational ice-hockey referee some years ago, and how it was sometimes necessary to go by the "spirit and intent" of the rules if there was a question of interpretation. I sort of feel that way with the Mad Dash this time, and this question may again come up with flights in the future.

Future flights out of Hollister might involve going farther east into Arizona, or even deep into Baja California. Only time will tell if these flights will have been long enough,

and creative enough, to qualify for the next Mad Dash record.

As far as going in Mexico, it is true that there are obstacles such as needing to file a flight plan, going through an "Airport of Entry", etc. But I don't think that these are insurmountable obstacles. A flight such as this would pose its own unique challenges and barriers, but nothing that couldn't be overcome with creativity and persistence. It could even be built up into a U.S.-Mexico International Peace Bridge Soaring Challenge, or something like that. 'Just food for thought.

Once again, congratulations Ramy on a fantastic flight that used great planning and at least two major sources of lift (possibly convergence too?) to get you to your goal. I'm sure that glider pilots at Hollister, and probably all over the country, will be learning from your techniques for years to come. Just as Eric Rupp, Brian Choate, Tom Hubbard and all the Mad Dash pilots who went before you inspired all the successive record attempts, your flight will be an inspiration to pilots in the future. Both to those who wish to go even farther, or those who simply want to extend their own personal best.

A Fine Early Season Flight

by Quest Richlife

In case some of you were wondering where I disappeared to on Sunday (*March 8, 2009*) I flew south into good conditions as far south as Avenal and a little beyond.

Cloud base around Hollister was extremely low and I gave it my best to try and work the ragged thermals with cloud bases at 1700 MSL. Quest's words were ringing in my ears as I told him I was going to Avenal and he said it was unusual that the marine air was already blowing into Hollister so early in the morning. I had two restarts in the air in less than 5 minutes just as I quickly fell out of the sky in heavy sink between ragged mostly unworkable thermals before I gave up and powered up a third time and did a classic Panoche like tow to the south. Good clouds with much higher bases were near EL2 and once there it was pretty easy going although not really that high at around 6k. Further to the south over San Benito it got to near 7k. It was a classic convergence day marked with clouds thanks to the marine intrusion. I must admit the comments given by Ramy on Saturday inspired me to try. Getting back was a long smooth glide back above the marine layer above the clouds most of the time. I really missed a great photo opportunity as my glory was really bold on top of the clouds I flew over. For those who aren't familiar it is a atmospheric phenomenon at the anti-solar point back reflecting off the many, many paths light can bounce around in a spherical water droplet.



Example of a "glory" – from wikipedia
[http://en.wikipedia.org/wiki/Glory_\(optical_phenomenon\)](http://en.wikipedia.org/wiki/Glory_(optical_phenomenon))

Me and my glider at the center of the universe for that moment.

Nice Start of Cross Country Season

by David Greenhill

I started my cross county season off yesterday (March 7) with a nice flight to Mt Hamilton and King City. Conditions were classic post frontal. It's posted to OLC at

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-423514948>

The day started with low clouds on the mountains. As I drove down to Hollister Mt Hamilton had clouds ~1000ft below the summit. So there was no rush to take off.

Slowly the ground warmed and dried a little. We launched around 12.30pm. The first climbs were weak to around 4000', with slightly over developed clouds. Pushing north over the high ground it improved somewhat - however was hard to find the climbs in the over development. Peter Deane turned around when he couldn't find anything good. I decided to push a little east of track to drier looking air. The clouds were thinner and higher. This was rewarded by the best climb of the day at 5kts to 6500'. From there it was clear that two air masses were converging along the ridge line that runs up to Mt Hamilton. So staying on the east/drier side I had spectacular views of the lower clouds and mountains. There's still a little snow on the North facing slopes around Hamilton.

The ride back to the Hollister area was easy. It was down hill as it involved getting back under the lower clouds.

There was a 10 miles gap south from Bickle. Here I briefly saw Tom Hubbard in VN. I didn't have any problem crossing the gap as there were wispy bits of lift on the way. Around Pinnacles the clouds were a bit

overdeveloped and only giving weak lift. However there were good looking clouds down to King City. So I talked Peter into going down there. This was a mistake as the clouds promptly fell apart. The day was clearly starting to weaken in that area. I got down to around 2000' AGL and had to take a number of weak climbs to work out to the East to scappy looking Cu. Peter also managed to escape having got down to 800' at Metz, just north of King City. Eric Rupp was giving encouragement as he was having a good run home from the Pinnacles on the Gavilans, but there was no way for me to get there.

After a lot of tail chasing in weak climbs I saw an Eagle circling under a better looking cloud that was on top of a west facing bowl of a hill. It was also in the wind shadow so the perfect location for a late afternoon thermal. Sure enough this took me back to 6000' for final glide.

It's great to be back flying again after the winter.

The next five articles are descriptions of flights all made on the same incredible early Spring soaring day, April 21, from Williams and Hollister. This is a day that I think will be talked about for the rest of the season. Were you flying on Tuesday, April 21? – ed

Amazing Day!!

by Ramy Yanetz

What an amazing day (April 21)! Just as predicted and then some. We got up to 14,500 feet over the Coastal Range and King City area. By noon a very high base cloud street started forming over the Gabilan.

I had a late start and launched at 2:15 PM, then promptly wasted another half an hour scratching low in the Gabilan Canyon's after releasing a tad too early, until I connected with the clouds. I saw over 12 knots on the averager few times. I figured it is too late for really long flight so I went sight seeing instead, turned over the Ocean near Big Sur, then to Paso Robles, back to the Ocean near Santa Cruz before landing at Hollister. Many others went to the coastal range and Paso Robles area. Matt went all the way to the south end of San Joaquin valley, crossed the valley to the Sierra foothills and landed at Porteville.

And pilots at Williams went to Oregon and back! Peter Deane turned Klamath Falls and Kempton/Charlie turned near Crater Lake, close to 1000km O&R I believe!

Thanks again to Quest and the tow pilots for making it happen.

My flight is on OLC

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-867202573>

Great First Cross Country

by Harry Fox

Great day to start the season (April 21). Cloud base and lift locations were much as predicted by BLIPMAPs. Bands of thick cirrus occasionally dampened the lift, but you could see what areas were getting sun or shade and plan accordingly. And when you keep getting thermals to 12,000 feet and more, you can make some pretty long glides to get to the next area of lift.



Convergence line over the Gavilan Range. "Tow me to that first cloud on the right." ~ Harry Fox

I started near Fremont Peak, went to 12nm north of Paso Robles, back to Pinnacles, hopped over to Santa Lucias, back to Gabilans then Henrietta then almost to Mt. Hamilton but the lift was fading by then so headed home.

Flight on OLC at

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-836832108>

I think the "Flight of the Day" award goes to Daniel Ruegemer, who flew the BASA Junior to Pinnacles, Big Sur and Mt. Hamilton. Well done Daniel!



Headed towards clouds over Tasajara Hot Spring

Hollister to Porterville – Next time Mt. Whitney

by Matt Gillis (April 21)

I have wanted to turn Mt Whitney from Hollister for awhile. Crossing the Valley from San Benito although it can be done sooner requires a long glide and a lot of luck; i.e., 1out of 4 tries(?) and it is in a relatively shallow section of the western Sierra. Crossing further south is a shorter distance across and provides more options. However, it is more of a challenge to get down there early enough. I know it can be done on the right day with good timing. The San Joaquin Valley arrows east of the Temblors to a glide to the foothills east of Bakersfield that is ~45nm which means from 14K it would likely give me room to work once I got there. 14K is not overly unusual down by New Cuyama, I have been that high there in hang gliders. So, it was a matter of getting a day where it was a quick run down there and had good BL tops forecast on the other side. Although one could go 'around the horn', cutting across might save time if lift could be connected on the other side. The option of going around the horn is more than twice the distance of a glide across from around Taft considering the best line seems to often be deeper south. My estimates were that I needed to be there by 3pm; 1 hour for crossing and connecting on the other side and another hour to get in the groove running north high and deep by 5pm would make it feasible to bag Mt. Whitney and at least get a long glide out to Valley airports or bail into the Owen's Valley.

Tuesday was stacking up to be feasible on several fronts so I had to try. The two previous days started later but with progressive gusto. I've seen it before, 3 is a charm. Tuesday....yeah, it was better alright. A hang gliding buddy who loves XC, Terry Nygard, who interested in soaring gliders wanted to come along. I had endurance and barf tested him with low level rock polishing near Panoche in hot temperatures, so he was good to go. He is a pro photographer, so he had the photo angle covered and I didn't have to fuss with that gadget [he'll post pictures later]. We ended up getting off a little later than I hoped at 12:45pm, but, a high tow to the Gabilans releasing in 8 knots and a fast run seem to make up for the lost time.

There is a song by Moody Blues called Tuesday afternoon. The lyrics rang in my head as I ran south. The usual gap by Paso Robles was aggravated by cirrus and cut my pace to a third, others called it a turnpoint. But as the cirrus moved north, lift improved and I climbed back to 12.5K and went on a glass smooth glide (almost eerie) to clouds near Atascadero where I connected with a line running past New Cuyama. Getting to over 14K east of New Cuyama, I had the altitude to glide across. The delay near Paso had me there later than optimum at 4pm. There were cus with slightly lower bases spaced a modest distance apart along the Tehachapi's, but, it looked like it would take too long.

Also, there were a few wispy cus popping over the valley. Some of the forecasts had shown that there would be high lift extending into the southern San Joaquin. I still had a line back to the east around the line I had followed which was now ODing, but, I had been there, done that and I wasn't here by accident, so... I was pointed and it was time to leap. The clouds over the valley provided nothing but distraction. With nothing much in the way of workable lift, I made it east of Bakersfield connecting with light thermals at 5.8K after a 44nm glide. There were some nice clouds over the ~7700' pk with radio towers east of Bakersfield when I was on glide. That line was beginning to shift east as I worked into the mountains toward Isabella. After getting to 9K and pushing in, I hit sink. I tried again and had to retreat. After two retreats that cost me an hour, the NWerly valley flow was pushing the cus further back. It was approaching 6pm and things were still bubbling off, but the spring day was going to be coming to a close; so, Plan B. I decided to see what I could work along the foothills toward Porterville, since it was April and the citrus were in bloom. I had Shafter in glide, but, that didn't sound right, "He landed and got the Shafter"; and the smell of cow manure and oil fields didn't seem as good as citrus blossoms and that gave me new energy ;-) Wind was light out of the north by then. At the mouth of the Kern Canyon I hooked a bubble that steadily built. After a half hour it eventually got me to 11K [I said, "where you been, baby,"; I'll be analyzing that part of the flight for awhile]. I had Tulare and almost Visalia in glide at that point. The sun was getting lower and lighting up the snow covered peaks of the Sierra. With Porterville below I spiraled down.



Matt at Porterville ~ Terry Nygard

As I descended into the pattern, the cockpit filled with the smell of citrus blossoms and we touched down to a quiet airport. The valley was filled everywhere with the fragrance. The air had cooled to a pleasant temperature. Mike Nelson had offered to come retrieve us from a valley airport 07S. THANK YOU Mike. Since it was sunset when he arrived, we went to a hotel and towed back the next morning. Porterville is a nice airport with a huge runway, nice cable tie downs, a small park with BBQs and shade, cafe with a beer garden

(closed when we were there) and is reasonably close to the Sierra foothills where the western Sierras start to rise up more steeply as it approaches Sequoia. The flight provided some good insight and food for thought into this option for crossing to the Sierras. I hope to try again. And, Terry was inspired. I expect to see him working on his glider rating soon.

OLC:

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-792530267>

Matt Made IT! – See article on Page 30- ed

In incredible day out!

by Kempton Izuno

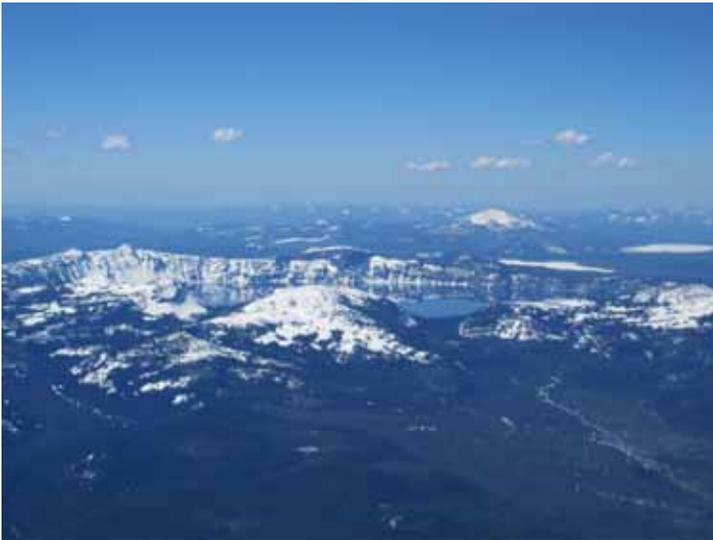
(Williams, Tuesday, April 21) Charlie Hayes was front seat, myself in back in FNX. First tow, and we spent the first few minutes grinding around at Tree Farm, but we got up over Lutz Lake and never looked back. Yolla by noon, T-15 quickly after, then to T-9 just N of Hayfork for the climb to hop to the west ridge of the Trinitys.



Kemp and Charlie getting ready to go in FNX~Noelle

Bases were going up, we were at almost 14K by this time. Up the west side of Scott Valley, across Ashland and up the Cascades to about 20m short of Crater Lake. I vowed to only stay on the west side, but the wispies didn't work so we had to go to the east side where the wind picked up to 16-18 knots. Not good. Just like 2 years ago, I couldn't get over the Lake, but had to view it from afar.

My greater concern was the wind and getting back to the good clouds without getting low. The key difference for this day vs. 2 years ago was cloudbase being 2-3 thousand feet higher! On the southbound trip, on the east side of Scott Valley, we hit 15,300 ft. Amazing! At that point we decided to try and fly home without circling. So we did for the remaining 139nm, landing at 6:55pm



Crater Lake – within site but no joy ~ Kempton

A pinnacle day. Thanks to Rex, Noelle, Pete, the boys and everyone who came out. We need more of these days!



FVX home after a spectacular flight ~Kempton

It Was Irresponsible to go to Work and Miss This Day

by Peter Deane "2T"

Here are the details of my Williams 730km flight from Tuesday (April 21). Kempton did his 850km O&R to near Crater lake but he was flying an ASH25 and took off nearly 2 hrs before I did. (Short flight description and pictures in this issue – ed)

I filled 2/3 with water. Had to relight due to loose gear door spring cost me ~1 hr otherwise it would have been Crater Lake not Klamath. 2nd launch around 12.30 if memory serves - Kemp launched almost 2 hrs ahead of

me and he and Charlie reaped the rewards of the much earlier launch with the extra distance- as it was I left my house with trailer at 7am- will just have to be better prepared in future.

Lost all electrical power on 2nd tow (new battery pack with too weak fuses which blew when I accidentally switched all off and on again during a bump on tow) my EW has its own battery and now works v reliably - so had a trace.

Flew the flight with no radio, computer, audio, just maps and my emergency prayer wheel I always keep for this kind of occasion. Really relaxing to just hear the wind on the nose and just fly what you see & feel with no radio or audio distractions. Called in to Noelle on cell phone for position reports when I was over the few habitable places on course with a signal.

Convergences/streets over all the main ridge lines - followed the convergence from Castle Crags to Shasta - turned Klamath at 330 due to OD and rain concerns plus thick cirrus worries based on checking out the soundings - all justified. OD, snow/hail near Hayfork caused a mild slowdown but no real problems - Last climb near Yolla Bolla Mountain and just tiptoed on from there.



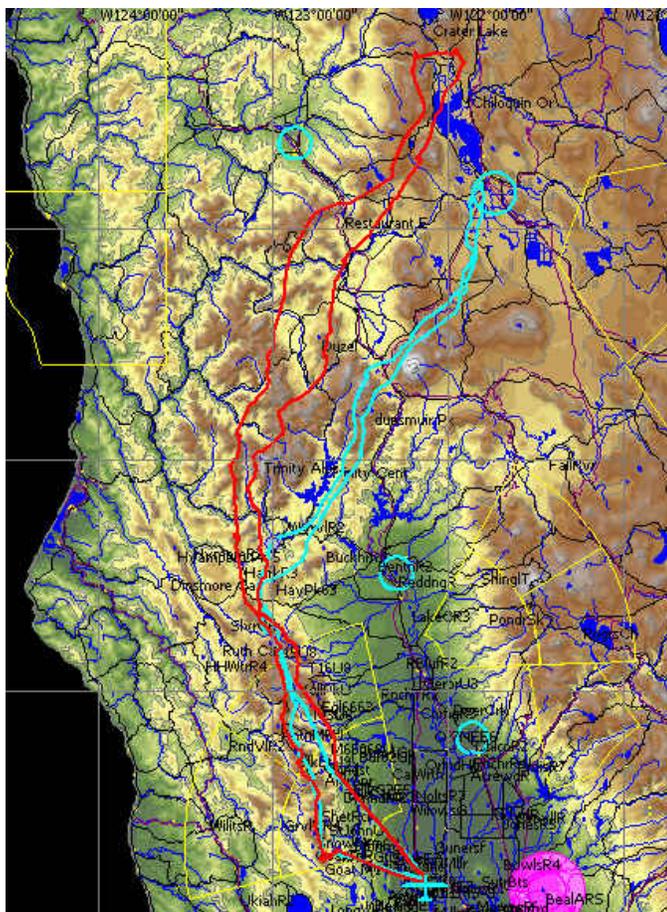
Shasta in the distance ~ Kempton

Frankly it was really easy - incredible conditions - even when low-ish (Butte Valley at 9500) I found a very strong climb to get back up. The trace shows clearly where the streets transitioned to climb glide and back again. Shasta was OD'd on the way back as was Hayfork. Very thick cirrus back south of Yolla and at Williams which shut everything down early. Difficult to see from up north but glad I turned when I did. Sierras went pop quite early - looked like a real 1000km day until about 4pm.

Many thanks to the Silverado guys and 4S for letting me back in the air quickly for my relight - otherwise even Klamath would not have been possible. I was really tempted to go to Alturas.

Not a bad day out for stubby little wings - overall I was pleased with the speed*distance product considering the seat-of-the-pants nature of the flight and no computer or audio.

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-862362293>



Traces of flights by FNX and 2Ton April 21st

Hollister to Mt. Whitney – May 17th

By Matt Gillis

This flight is one that I needed to write about but it took all week to get around to it. It has taken a few days to sink in enough. I have been in a little bit of a daze. It was a long sought after goal: To fly from Hollister to the highest point in the conterminous US. This was something that hadn't been done before from a Bay Area soaring site. The goal was symbolic on many levels. Besides the being the highest peak, it required a departure from the Central Coast Ranges into the Sierra-Great Basin soaring region which required getting around or across the Great Central Valley which is often a distinct airmass that acts as a sink hole. A couple attempts had been made, although most flights from Hollister were geared toward gaining miles over the lower desert, since that direction made better straight line distance from Hollister. I made an attempt on April 21 by crossing the valley from 14.5K near Taft which

gave me helpful insight and motivation to attempt the task again. The conditions in April were a similar event, at least on the Central Coast as on May 17. Trends and patterns had been showing a repetitive pattern such that we were likely to have more opportunities to attempt the flight. I was watching the long term forecasts closely. From early May I began to see a pattern shift building toward another 'event' and this began garnering my attention and taking much of my focus.

Over the past several years I have been watching the weather patterns that give exceptional soaring conditions. The BLIPMAPS, XC Skies, etc. are indispensable tools, but they are really the vernier with regards to the whole forecast picture of when good soaring conditions are likely. Having an idea of larger scale patterns that provide good conditions for specific tasks allows for better long term planning and scheduling and provides insight and perspective as to why certain conditions are manifest in the BLIPMAPS and Forecast soundings. Through observation, trial and error and ever improving meteorological forecasting tools, estimating when conditions are going to be favorable several days out is getting better all the time. Ten days out is still rolling the dice as far as high confidence in prediction. But, when one is looking at synoptic patterns that have demonstrated consistently good conditions, it is the consistency between models showing evolution of a favorable pattern trend that gives confidence. As with all long term forecasting, models can sometimes change their mind at the drop of a data point. The important thing is monitoring for trends in the evolution of the pattern one is looking for. Synoptic patterns have a larger temporal as well as spatial scale so it is a good place to start. When models converge on favorable synoptic behavior, confidence increases.

One particular WX pattern that has consistently brought good conditions has been specific heating events that occur on the Central Coast. Some of the best thermal height gains on the Central Coast have been made during these events. After getting to 14K over the coast range several years ago, I began taking notice of common characteristics associated with those conditions, since they would repeat periodically in spring and occasionally summer and early fall. This pattern has certain characteristics that can be seen in the synoptic scale/large scale models when it begins to set up. It is relatively easy compared to some other conditions to see coming a long ways off. It is a little different each time, often adding a little twist, but there are certain synoptic scale characteristics that have always been present which allows for identification of these conditions in the long term forecast.

The optimum 'window' for soaring these heating events becomes subject to, not just the larger scale pattern, but the smaller scale met events that effect the dynamics of heating and marine influence. Sometimes the heating

events can never get going much or can be squelched by premature marine intrusion. What is required is persistent set up of a high pressure ridge slightly to the north, often tilted that initially creates strong subsidence warming in a general offshore flow over the Bay Area and Central Coast in initial stages. When this high is associated with a low to the ~south, this promotes a complimentary southeast flow aloft (sometimes forming a 'quasi Rex Block' condition initially) and also aids in mixing out the subsidence caps that were initially setup by the NE flow from the high. [At one end of the elephant] This low seems to slow the West to East advancement of the ridge which helps with persistent warming closer to the coast, allowing for favorable lapse rates and deeper mixing. The first days of warming on these heating events are often associated with a subsidence cap that is slow to break. The initial ramping period sets up an 'adiabatic flow path', visible in the forecast soundings, that eventually mixes out the cap and brings the favorable lapse rate profile closer to the surface. At peak, trigger surface temperatures are typically reached sooner than preceding ramp up days.

Once the subsidence cap is minimized or even obliterated, the system is primed and is at the peak. Even at peak, time for breaking the lower level cap at hot spots can be later than ideal for long distance. Peak, and sometimes ramping, conditions are often good for flying west toward the Santa Lucias. A convergence line, with heights >12K can form over the Santa Lucias. Sometimes can extend down the mountains east of San Luis Obispo before wrapping more east; i.e., last Saturday and in mid-April. Capitulation of the heating trend is often associated with strong influx of marine air. When timing is right, very strong convergence lines can form running ~south.

For these 'mega height heating days', early on my goals were focused on flights that allowed creative tasks that deviated from the standard ELevator routes, like going over to the Santa Lucia Coastal Range. Then, I began to look at conditions in regions beyond and how it correlated with this phenomena for XC flights and see what others were doing. It became apparent that the southern half of the pattern would sometimes promote favorable conditions from Cuyama Valley to Tehachapi, but sometimes the Sierras would be unfavorable when it was good on the CC ranges. Observation showed that excessive SE flow, interior subsidence or strong influx of subtropical moisture made conditions toward the Sierras less favorable. The broader the task range, the more adjacent met conditions needed to complement each other. Ideally, to achieve my goal of making it to Whitney, it required favorable conditions for the entire route, once again the "Goldi-Locks Syndrome".

Since my attempt of getting to Mt. Whitney on April 21st, I was re-evaluating my strategies. On that attempt, I crossed the valley and got up on the other side too late to continue. Although a valley crossing is possible, 'running around the horn' was looking to be more reliable in terms of contiguous lift to maintain adequate XC

speed. Because of the cyclic pattern we were seeing, I had good confidence that another event would occur within 2-3 weeks. Subsequent to 4/21 we had a persistent zonal flow that was providing average conditions out of Hollister (great wave in the Sierra). Looking at hemispheric circulation, the zonal flow was bound to buckle. First hints showed a dramatic shift with a polar jet diving down which was different but good in itself. That went poof and then I began seeing steady progressive signs of the pattern I was looking for set up. I was seeing consistency by the 8 day, then it began appearing in the FD. The 3 day window was looking good for 5/16-5/18. The pattern was following the usual trend, but there were some changes as the weekend approached, the high in the north was beginning to get obliterated by a Gulf of AK low by Monday with the dominance of the low to the south potentially bringing some subtropical moisture in to the area particularly the southern Sierra. Temperatures were supposed to drop 5-10°F on the Central coast but with complimentary drops aloft. This was coupled with the fact that the offshore pressure gradients were light which would beckon earlier marine influence. Breakdown of the high to the north was telling on the acceleration of the event. Sunday May 17 was stacking up to be the best day for both running south and getting onto the Sierra. Not only that, as more of the models and maps came online, it was apparent that peak heating would be coupled with onset of onshore gradients as a kicker. Over the past few years I have seen a general increase in persistence of the event (period length) with a gradual gain to max; greater persistence, often better the event. This has provided good conditions at peak, but the 'classic' convergence would often follow the next day after peak heating closer to Hollister. This event had been compressed in time but with good magnitude (ramping). Moreover, for the task of making Whitney, the conditions were looking favorable for going 'around the horn'. The light SE flow was going to promote the convergence between the grapevine and Tehachapi (a critical link) and provide favorable conditions up the Sierra with a tailwind. As forecasts approached the 5 day, dialing in on the peak period got more refined. From several days out, I could see Saturday would still be ramping. It was likely to be Sunday or Monday. As Ramy had said, Saturday was a warm-up day [and look what Hollister pilots do on a warmup day starting at close to 2pm; what a team]. On Saturday forecasts, NE flow aloft and subsidence could be seen on the sounding. It was going to require temperatures of 100°F to break a significant inversion cap starting from relatively cool morning temps. This was not likely to occur until closer to peak heating rather than solar noon and this proved to be the case.

By the time the day got closer, I became progressively more confident that Sunday would provide a good shot at the goal. I was planning on going up with a fellow BASA member, Larry, since he was interested in experiencing some "good XC soaring out of Hollister". I asked him if he had any time constraints and

he said "no". He apparently didn't understand what I meant. When I began to talk about the possibility of returning Monday by various strategies, he politely informed me that, as a doctor, he had 6 surgeries lined up on Monday. I recognized that returning across to the Diablo's was not probable early enough and a Central Valley landing was likely. An aero retrieve would be possible if we could get close enough to Hollister and sync out our landing with the towplane. Although I was very confident in being able to achieve the task, I was still more confident that the sun would set on Sunday, regardless of what I did ;-) So, to insure that I got the doctor back on schedule I lined up 2 options for having him flown back to Hollister after we landed. How confident was I? This was clearly going to test me. I needed to nail this.

Another little glitch was in the 5KM flight instruments. The Cambridge Flight Computer had started acting up and was giving erroneous data, especially winds. The FC issue was easily resolved with my PDA, however, the audio on the vario was out and the two varios were out of sync. The audio sound when going up, psychologically, must be like a security blanket to soaring pilots. So, on Saturday I decided to test my hang gliding vario to see if it worked in the cockpit, albeit uncompensated. It did, the beepy thing went off loudly when I was going up, and so it became an added gadget. As long as the altimeter was working, I would know when my 'bucket was actually filling'. This actually proved to work rather well in conjunction with other instruments. The HG vario is very sensitive and responsive, so I was able to calibrate my brain to stick induced thermals. Practically, for this flight it was as much about altitude, position and time, rather, keeping the glider pointed on course. As it turned out, it was helpful in decision making. Once on course, for the most part, I simply didn't waste time with thermals that weren't clearly productive, as in altimeter response.

I was obsessively going over strategy; where were the gaps and problem spots that could hang me up, where would I need to make good time. I needed strategy that provided adequate speed without compromising success of the mission; like 'tweaking the mixture then backing it off a bit'. After Saturday, my confidence went up. It was rapidly going from "I can" to "I will" do this. The day looked so good for the task on most of the course, that I shifted my focus to launch time. I needed to be off by noon to make this work. Forecast soundings showed that it would require potential temps of 100°F + to get things ripping and it wasn't going to be very strong until then. Saturday's late conditions gave some indication. The advantage on Sunday was that temps had already ramped and the higher temps would occur sooner than Saturday. I looked at multiple locations to get a reasonable picture and they all pointed to closer to 1pm for it to crank except for potential hot spots. Where were the hot spots? By integrating the RASP heights and flow vectors and correlating with NWS and other estimates of surface temps, it was pointing to just to the

west of Chamise being the closest location en route to aim for. For timing, it would require some microassessment and a bit of a hunch. With calm conditions, by noon, there would likely be pockets of heating that had potential temps down south of Hollister >105°F. There was a lot of heat flux, we just needed an early 'dragon bellowing'.

The Flight

Noon appeared to be about right. If for no other reason than I was getting baked off the ramp, it was physiologically necessary to get up where it was cooler. We launched shortly after noon toward Chemise releasing about 4.5 nm NW of the peak. Worked up to 8K and then SW of the Chemise got over 11K. Cus were starting to pop to the south. Heading southeast, there was nothing much at EL2 which is interesting since the line from my first lift to the clouds was well West of EL2. SW of Hernandez near Pond on the west side I worked along above ~7K until I got to the clouds where VN was climbing like a rocket. From there I climbed to 14K when clouds started to pop to the south toward Paso Robles. This is where I put it into overdrive. My confidence was getting better as I could see nice cus over the Sierras and faintly down by the Grapevine. A nice line of clouds could be seen over the Machecsna Mtn. area south of Paso heading to New Cuyama. Heading south toward Paso, VN was holding his pace ahead and TG passed me en route making good use of his ballast. The line was clearly west, but I could see from the westerlies on the ponds below around Paso that the marine convergence was 'feeding the machine'; the kicker was also the electric blue Koolaid on a hot sidewalk scenario for any attempt at return. In prudence, I stayed pumped up until near Camatta. After that it was mostly porpoising around 11K. At the Calientes I pumped up above 14K and waved New Cuyama goodbye several minutes before my target time of 3pm. Bases were getting mostly higher to the east as forecast.



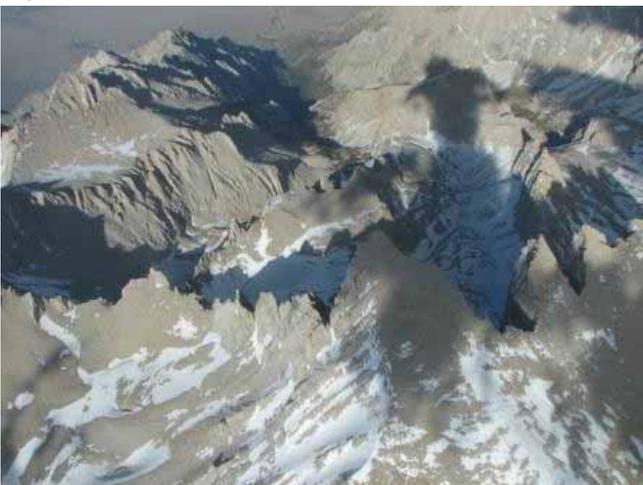
Approaching Mt. Whitney up the Sierras with the Whitney spine/cirque and Owens's Valley ~Matt Gillis

The area around Mt Pinos had the characteristic multi-cu base mix of a multi-airmass convergence: ~13K to the north with bases to the SW at ~15K+ and the bases to the S and SE were over 16K. TG had run to the south side and was encountering good lift. I had considered this to be possible a hardspot so, conservatively, I made use of the conditions by getting over 17K under the highest bases near the Grapevine. U2 was wasting no time and blew by me (reminded me of the Hot Rod Lincoln song).



Frozen Tulainyo Lake in the Sierra ~ Matt Gillis

I could see cus running up the Sierras, lower to the west, but high markers to the east. BTW, the western line had been well forecast but was supposed to fall apart and better air shift east later afternoon which was exactly what was happening (Note^α below on 33]. We were South of Tehachapi at 4PM target time, I pumped up again above 16K. Needless to say, my confidence was high about making Whitney at that point. In fact, it had been a cake walk ever since topping out near Priest Valley. The SE flow was helping set up a nice convergence up the Southern Sierras. The tailwind helped things along. Cu bases to the west were lower and some clouds to the NW were OD'ing. Near Isabella I shifted to the East side of the Kern Plateau. I pumped up at Olancha Pk. and only turned for pictures after that.



Mt. Whitney ~ Matt Gillis

Meanwhile, TG was ahead and just passing Whitney. My goal was to be heading West from the crest by 6pm. I passed by Whitney at 5:41, passing by Mt. Brewer and peering into the Kings Canyon 10 minutes later on schedule.

Gliding out toward the valley, estimates were that I would probably get a westerly to northwesterly flow down lower. This is where a functioning Cambridge flight computer would have been helpful for more precise winds. I had Madera within glide and headed WNW. Although still above glide, it became apparent as my glide diminished steadily from the light headwind that Making Madera was questionable and it could put me in FAT Class C airspace if I had to abort. Also, FAT was the best alternate. So, I proceeded to fall back on previous alternates. I had good glide to several airports south of Fresno. Reedley had been dialed in and it had one of the longer runways at 3300 feet. Distance gains closer to Hollister at this point were mostly academic; although if I had been thinking OLC points or max km only, I would have been strategizing differently from the crest. Interestingly, Reedley was apparently the home to CCSC for awhile, so, it was a good order to commemorate them. Winds were close to calm on the surface, so we landed Rwy 15 to roll up next to the ramp. It was too late for an aerotow that evening since I could not get a radio relay to Hollister. So, I contacted Mike Nelson to fly over and pick up Larry to ferry him back. We got back in good time for him to get some sleep. All in good time. Mike and I got the glider the next day. Nailed it.

Reflecting and The Future

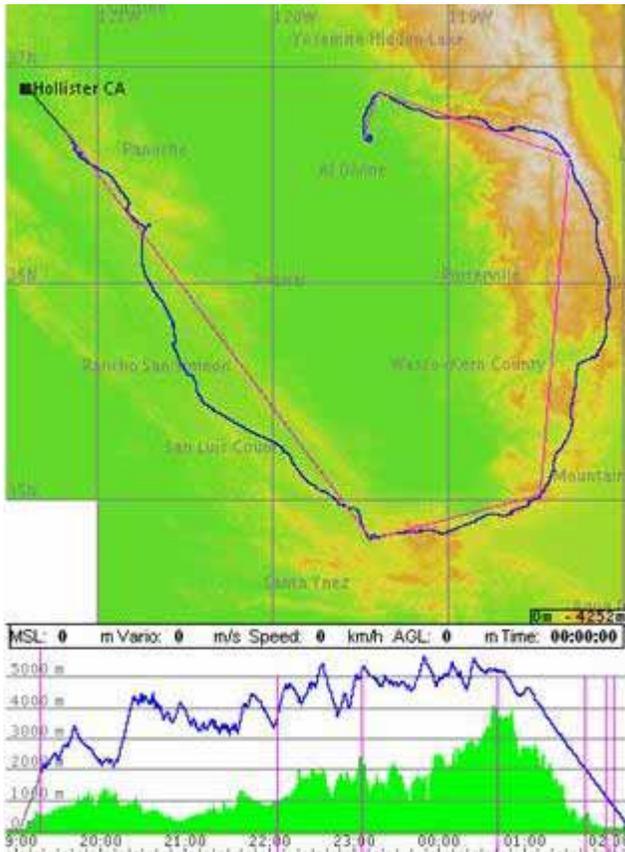
Although these were exceptional conditions, I believe it is possible to do flights around the horn to the Sierras more often than we think. In post evaluation, this flight was easy in that, although somewhat daunting, I had a very high confidence on achieving it, partly because of reliable forecasts of contiguous lift, but also because the course legs have all been proven doable. Through preparation, planning and creative visualization, I had created a model for the flight that worked so succinctly, the flight itself was a matter of going through the motions. What is further telling, Ramy utilized the information several of us had been discussing and converted it to League tasks, and then he smoked the course. Although this was an outer limit, a fantasy flightnot long ago, just like a few years ago when we were pondering going to the Santa Lucia's or extending our boundaries in other directions, this achievement has opened the door to more flights over to the Sierra and GB. Flights to Mt Whitney will become standard tasks from Hollister in even less epic conditions because we will learn the nuances. The door is opened. Even if one were to fly to Tehachapi and launch the next day to fly up the Sierras. That is something that is often doable. A few years ago I presented the idea of doing a soarfari 'around the horn', up the Sierras/Whites to TRK-MEV and then up to

Montague and then back down to Williams. Anybody game?

[pics:](http://picasaweb.google.com/MattmanG3/HollisterToMtWhitneyMay172009#)
<http://picasaweb.google.com/MattmanG3/HollisterToMtWhitneyMay172009#>

OLC Flight Trace

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=1386084491>



⊠ A flight from another pilot, Christian Mackin (33), launching from Cal City on May 17th actually was able to run the Western Divide earlier in the day (see OLC for trace) . Not many have been successful on this route talking with pilots who have flown that area a lot. This line deteriorated later and the best lift had shifted east. He attempted to work this same line later but was not getting the altitudes. This verifies that the Western Divide does in fact work as indicated by numerous observations of the 'Maps'. It just shifts with the westerlies which is so common in many places in the West. So, using this line would probably be more difficult to connect early enough from Hollister unless one could cross early and climb the western slopes. Theoretically, crossing north of Taft by 2pm could put one there in good time, however, for met events like we had, conditions don't usually start early

Training for that moment when every second counts

By Val Paget (reprint)

When an emergency occurs in flight, three skills are in great demand: situational awareness, creative problem solving, and energy management. One doesn't have to be flying a large aircraft with 155 people over a crowded urban environment to recognize the value of developing these skill sets.

Piloting an Airbus 320, US Airways Capt. Chesley B. "Sully" Sullenberger made a successful emergency landing on the Hudson River after the loss of engine power essentially turned the airliner into a giant glider. This was not his first glider landing. Along with thousands of hours as pilot in command and a career as a safety expert, the captain holds a glider rating.

A spokesman for US Airways said that it is difficult for ditching to be replicated in a flight simulator. According to media reports, a US Airways pilot who has flown the A320, said that the chances of ditching are rare and that pilots don't routinely practice the maneuver beyond ground school.



Caught by deteriorating weather over unlandable terrain, this pilot chose a lake as the safest landing option. Glider pilots in Sweden, where lakes and bogs are more common than farm fields, refined water landing techniques and shared them with the world. While rare, most glider pilots are confident in their abilities to water land with minimal risk or damage.

Glider pilots develop a unique situational awareness. Glider instructors drill their students about landing decisions: At 2,000 feet agl, out of glide range, pick a spot. At 1,500 feet agl, commit to that spot. Glider pilots train to think outside the box. If a river is the best solution, they can immediately commit to landing there before too much altitude is lost.

U.S. Air Force Capt. Danny Sorenson, who instructs in F-16s, is a glider pilot. He stated, "As a result of my glider training, I'm always thinking, 'Where can I land this thing?'" He also noted that during his F-16 training, simulated flame-outs were never a problem for him, "It's instinctive," he said. "I'd just fly my pattern and glide in." Instincts like this save precious seconds. When Sullenberger took the controls, the aircraft was a glider, at 3,200 feet over New York City.



Mountain flying can be the ultimate test of stick and rudder skills, especially when getting home is in doubt.

Mark Montague, a captain currently flying 767-757s for United Airlines and a certificated flight instructor-glider (CFIG), observed, "Glider flying promotes the sort of informed self-reliance that is essential in successfully handling any emergency. Having taken off, a glider pilot is of course obligated to land—aren't we all?—but can't count on having the option of diverting to an alternate or of delaying the landing. It doesn't matter how turbulent it is on final, or how vicious the crosswinds might be; the landing must be accomplished. Gliding is full of opportunities such as this to test oneself, to unblinkingly measure one's ability against one's self-confidence."

In a glider, every landing is a dead stick approach. Energy management is everything. Pilots carry energy in the form of speed and altitude. There's only a finite amount of energy to use before the plane will land. The goal is to keep enough speed in the turns, pull spoilers to dissipate the energy, use ground effect, and touch down exactly as planned. More wind than expected? Cut the approach short. More altitude than needed? Slip it in. Stall-spins are more likely if a pilot panics. Learning to deal with energy issues gives the pilot the confidence to face emergencies with equanimity. With practice, effective energy management becomes instinctive and gives pilots a real edge in emergencies.

"Glider training provides real insight as to exactly how and why an aircraft flies. As compared to most other heavier-than-air aircraft, a sailplane is large for its speed. The dimensions of the glider are not negligible when compared to the radius of a curved flight path. This means that in maneuvering flight, the various parts of the airframe are moving with markedly different speeds and directions," Montague stated. "Because of this, a glider

exaggerates all the subtle nuances of aircraft handling: adverse aileron yaw, the tendency to overbank in turns, the penalty for poor coordination of the controls, and so on.

"A good grounding in these details is worth its weight in gold when a pilot is suddenly faced with the need to operate at the very edge of the envelope or to do anything that falls outside of the canned profiles practiced in the simulator."

For more information about soaring and soaring operations in your area, [see The Soaring Society of America's Web site](#)

Pilot song

[Saturday, January 17, 2009](#)

This is a little "ditty" that Garrison Keilor wrote to commemorate Sully's heroic landing in the Hudson. I copied this off the Prairie Home Companion web site and if you can still find it there, you can listen to Garrison singing it. ~ed

His name was Chesley B. Sullenberger the 3rd
Which for a pilot is somewhat absurd
A pilot's name should be Buzz, Bill or Chuck
But a name like Chesley may mean good luck

He was flying an Airbus out of New York
When at 3000 feet the engine lost torque
His voice was calm as he sent out the word
Chesley B. Sullenberger the 3rd

No time to maneuver or head for New Jersey
The force of gravity shows us no mercy
And there was the river stretching for miles
So he said to his copilot Jeffrey Skiles.
"We'll put it down here, don't look at the maps,
Bring the landing gear up, extend the flaps."
And the flight attendants prepared themselves
Donna Dent, Sheila Dail, and Doreen Welsh.

The city spread out below at his feet
And he landed at the foot of 48th Street
On the Hudson River he landed the bird
Chesley B. Sullenberger the 3rd

The plane did not sink, it lay on the river
And all aboard were safely delivered
It could have been tragic but no deaths occurred
Thanks to Chesley B. Sullenberger the 3rd

The next time you fly, look in the cockpit
Where the captain and first officer calmly sit
Ready to take you up and onward
Like Chesley B. Sullenberger the 3rd

Take you across the country for miles
With officers like Jeffrey Skiles.
And attendants who in crisis don't fail
Donna Dent, Doreen Welsh, and Sheila Dail.

PASCO Goals for 2009

1. Fill empty board seats
2. Complete Financial Audit
3. Return WestWind to punctuality
4. Complete PASCO website development
5. Increase Site Champion activity
6. Increase use of Private Glider exam support program
7. Complete 3-4 promotional air shows (static)
8. Roll out membership promotion drive
9. Make PASCO spirit-wear available for PASCO members
10. Work with SSA and FAA on transponder rulemaking issues
11. Publicize wind tower erection sites in NV and CA (safety)
12. Clarify PASCO position on low-cost launch promotion/support
13. Improve on annual seminar/banquet

PASCO BOARD MEETING Dec 8, 2008

Minutes

Meeting called to order: 7:12 PM

Board members present: Peter Deane, Karol Hines, Bruce Roberts. Joel Klein, Mike Mayo, Larry Roberts

Committee chairs, Directors, Governors and guests present: Jay McDaniel, Ramy Yanetz

Action Items, last meeting key points, review:

1. Larry: Put PASCO promotion materials & static display best practices document materials on the web site so that anyone who wants to put on a static display can do so. Larry will put on website soon (needs to create a page to put them on.) -- Status: will be done by year end.
2. Hans: Call John Volkober for help on the audit -- Status: Not due until after the banquet. -- Status: Unknown
3. Peter: Write the first monthly update for the website. -- Status: Will do over Xmas for January update
4. Karol: Work to find a new editor to replace herself for Westwind. -- Status: Joel will talk with Joy Pierce, who has expressed interest
5. Peter: Email NCSA pres. to find out status of Byron airport plan -- Status: Not done -- will do over xmas
6. Peter: Mail printed material to site champions - Status: Partially done -- electronic copies sent. Made 100 double-sided copies of PASCO "where to fly" sheet, mailed to Eric Rupp for Salinas show.
7. Ramy: email membership list to both Peter and Hans - Status: Not done.
8. Hans: to find out how to get Peter as a signatory, and get him bank material and info. -- Status: Not done.
9. Hans: Tax filing and Audit to be completed by Dec. 31st. -- Status: Unknown.

Treasure's report -- Hans

Audit update - none yet

Peter: End of year financial review report is what Hans presented at banquet.

Larry: Peter's presentation is on the website board section, which includes the financial review under "Minutes" link from the annual meeting.

Banquet Wrap-up -- Bruce

Lessons learned:

Peter: It was a success, though spent too much time fixing AV problems. Next year we need an AV volunteer. Next year we will go back to hotel format, and start earlier the whole process earlier.

Attendance

Peter: about 80 people attended.

Costs

Bruce: Initial estimate would be that it would cost \$2,000. Final cost approx \$2800; includes library & museum, food & rental (about \$400) of china & tablecloths; & coffee in am. Full report due at next board meeting.

Peter: Need a new venue for the future; we've outgrown the aviation museum.

Membership

- 348 total current members
- 36 memberships activated in past 12 months
- 290 members from CA = 83%
- 42 members from NV = 12%
- 246 members receive only e-Westwind = 71%
- 38% of our members renewed in 2008 with NCSA or BASA
- Peter: Total membership is up by 6 from last year: 348 total.
- Individual membership is down by 30% since 10 years ago. This is one reason we need a Promotions Person.

Attracting new members (banquet/seminars)

Karol: How about a membership drive for new members -- perhaps we could give an incentive, something like "Recruit a new member and get a years membership in PASCO for free"? We need to get the people at Williams who are new to soaring or the region in the past 5 to 10 years who aren't members.

Peter: need to follow up with Ty to see if we can get correct email info for those members whose addresses bounce (only about 10 total).

Peter: Should we have some PASCO t-shirts / "Spiritwear"?

Joel: will do design, working with Peter

Communications:

Web Site -- Larry

Larry: Needs material for website.

Karol: Do we have links to the local yahoo groups on our site? Larry: Just for our group.

Karol: Lots of info gets posted on Hollister web site, Truckee in the summer. We could put links into our page

Peter: How do the "hits" look on the site?

Larry: Will check.

Peter: Need to add the 2008 Seminar presentations to web site

West Wind -- Karol

Karol: Westwind now at 40 pages. Will be 44 when done. Will include junior scholarship; Larry can add that to web site later.

Peter: Awards need to be explicitly mentioned in the newsletter: Publish awards in West Wind – Flight, Exceptional service, Les Arnold

Karol: Will be off to Peter tomorrow night. 44 pages!

Peter: Will do the PDF conversion and get it off to Hans.

Winch progress - Marc Ramsey

Peter: Apparently there may be some Alameda options-- Auto towing to a limited height. The site is near by to both Marc & Paul, the principal ground launch drivers. Will have to wait and see what is possible there.

PASCO Director positions – Peter - All

Officer selection

- Peter: This is where we ratify the new board, which we took care of in the last meeting in October.
- Plus, we have two remaining committee chairs still to fill: Safety & Promotions, and still trying to find editor to replace Karol.
- Motion: Moved that all members will continue in their current capacities.

Promotions

- Peter: Promotions is a tough one to fill. Peter went through the whole PASCO roster to match abilities/interests. (Joel volunteered to assist whoever becomes the promotions chair as " #2 ".)

Safety Chair

- Discussion re candidates – Fred LaSor to be contacted by Peter

Westwind Editor

- Discussion around characteristics of a good candidate- the Westwind editor should be excited about the idea of being the voice of the region's soaring community. The editor has to care about facilitating regional communication, and understand its importance. Discussion around potential candidates - Joel: Will contact initial candidate(s)

Goals for next year - Peter - All

- Fill all the board & committee positions
- Increase activity of site champions (through promotions chair)
- Increase air-show promotions: 3 to 4 air shows per year. with volunteers & glider.
- Larry: Need to plan far enough ahead.
- Peter: will do Half Moon bay every year. Salinas is good. Maybe Travis air show, something near Sacramento.
- Increase use of the private pilot glider support program.
- Peter: need to draft a letter to send to each of the FBO's and clubs with copies to the site champions so we can start spending this scholarship money and get more visibility.
- Consolidate FAA relationships. Build on good relationships to date. People in mind: Rolf & Karol
- Get Westwind back to punctuality. It's got to go out in March & September.
- Website infrastructure upgrades: Not too much left to do at this point.

- Improve on annual seminar & banquets again.

Discussion:

- Peter: Is it time for the return of the Cross Country seminar? Is it missed since Carl stopped doing them?
- Karol: Carl's purpose of doing the x-country seminars was more of an advanced course in flying x-country in the Great Basin.
- Peter: (Paraphrasing Mike) There are two considerations: 1) Cross country training & learning vs. 2) Cross country community & network building. Which do we most want to facilitate? Maybe not a seminar, but some other kind of group activity? Mike to put a proposal together.

Contests:

- Rex & Noelle want to have a regionals in June at Montague at the same time as Nationals. Truckee wants to have a regionals in August, Rumours about the desire for a regionals at Crazy Creek.

New Business

- Motion passed to look into Panoche access cost support for PASCO members—the board reviewed the possibility of making a donation to help keep the Panoche field open for glider access. (both at the board meeting and in subsequent email exchanges between all board members) However the terms of the agreement between the landowner and HGC meant that it was not possible for PASCO members to gain access rights to Panoche from the donation so the donation was rejected.

New Action Items:

1. Peter: send paginated version of Westwind to Hans as soon as he can
2. Peter: send Larry PDF version of Westwind as soon as he gets it from Karol
3. Larry: put new phone conference number on the web site
4. Peter: do overview presentation for NCSA, BASA & Williams in 2009 (Internal membership communication)
5. Peter: talk to Ty about managing membership drive with Karol's idea: "Recruit a new member and get a years membership in PASCO for free."
6. Larry: contact Ty to see if we can update bad emails for some PASCO the members.
7. Joel: contact Joy Pierce and see if she's truly interested in editing Westwind
8. Joel: work with Peter to come up with designs for PASCO "spiritwear", t-shirt or cap
9. Larry: check "hits" on PASCO website and report back
10. Larry: add 2008 Seminar presentations to web site
11. Peter: contact Eric Rupp to see if he will be Promotions Chair
12. Peter: contact Fred LaSor about being Safety Chair
13. Mike: put together proposal/ideas for cross country community & network building event(s) in lieu of the Cross Country Seminars.

Next Meeting: January 12, 2009, 7:00 pm

Meeting adjourned 9:04 pm

PASCO BOARD MEETING Jan 12, 2009

Minutes

Meeting called to order: 7:10

Board members present: Peter Deane, Bruce Roberts, Mike Mayo, Karol Hines, Fred LaSor

Committee chairs, Directors, Governors and guests present: Jay McDaniel, Mark Ramsey, Rob Stone

Old Action Items:

1. Larry: Put PASCO promotion materials & static display best practices document materials on the web site so that anyone who wants to put on a static display can do so. Larry will put on website soon (needs to create a page to put them on.) -- Status: will be done by year end. **Status:** Done
2. Hans: Call John Volkover for help on the audit – **Status:** Not due until after the banquet. **Status:** Open
3. Peter: Write the first monthly update for the website. **Status:** Will do over Xmas for January update
4. Karol: Work to find a new editor to replace herself for Westwind. **Status:** Joel will talk with Joy Pierce, who has expressed interest
5. Peter: Email NCSA pres. to find out status of Byron airport plan **Status:** Done, but no reply
6. Peter: Mail printed material to site champions - **Status:** On website, but hardcopies not mailed
7. Marc: Email membership list to both Peter and Hans **Status:** Done.
8. Hans: Find out how to get Peter as a signatory, and get him bank material and info. **Status:** Open
9. Hans: Tax filing and Audit to be completed by Dec. 31st. **Status:** Done

New Action Items (from 12/8 Bd Meeting)

1. Peter: Send paginated version of Westwind to Hans as soon as he can-- **Status:** Done
Peter: Send Larry PDF version of Westwind as soon as he gets it from Karol
2. Larry: Put new phone conference number on the web site **Status:** Done
3. Peter: Do overview presentation for NCSA, BASA & Williams in 2009 (Internal membership communication). --**Status:** Open
Williams date set: Feb 28
BASA by Jan end
NCSA unknown, but goal is Feb 27
4. Peter: Talk to Ty about managing membership drive with Karol's idea: "Recruit a new member and get a years membership in PASCO for free." -- **Status:** Done
5. Larry: Contact Ty to see if we can update bad emails for some PASCO the members --**Status:** Done
6. Joel: Contact Joy Pierce and see if she's truly interested in editing Westwind --**Status:** Done
7. Joel: Work with Peter to come up with designs for PASCO "spiritwear", t-shirt or cap
--**Status:** Open

8. Larry: Check "hits" on PASCO website and report back--**Status:** Done, on website now
 9. Larry: Add 2008 Seminar presentations to web site --**Status:** Done
 10. Peter: Contact Eric Rupp to see if he will be Promotions Chair --**Status:** Done
 11. Peter: Contact Fred LaSor about being Safety Chair --**Status:** Done
 12. Mike: Put together proposal/ideas for cross country community & network building event(s) in lieu of the Cross Country Seminars. --**Status:** Done
- #### New/Rollover Action Items (from 1/12/09 Board Meeting)

1. Bruce Finalize 2008 banquet expenses. --**Status:** Done, but need confirmation w Hans
 2. Bruce Finalize venue for 2009 banquet. --**Status:** Open
 3. Peter Solicit for MC for 2009 banquet --
 4. Hans Was officer list filed w state? Confirm.
 5. Hans: Organize the financial audit --**Status:** Open
 6. Hans: Find out how to get Peter as a signatory, and get him bank material and info. -- **Status:** Open
 7. Fred Create promotion strategy for Minden
 9. Rob Create promotion strategy for ASI (Karol, Stu)
 - 10 Peter Ask Ty to create membership promotion plan for Westwind and Pasco website
 11. Karol Include details of 200 wind monitor towers in Westwind.
 12. Fred Provide Peter w details of 200 wind monitor towers
 13. Fred Contact Donald Brooks about status of nationwide transponder code for gliders.
 14. Fred Propose seminar time/format/topics in Minden & forward to Peter
 15. Peter Mail winch presentation material to Larry (CD)
 16. Peter Check byelaws for general membership vote for Pasco participating in winch purchase?
 17. Marc Put together plan for LLC for winch launch - Can Pasco put up money, but not be liable?
 18. Peter 2 spiritware items available by July 2009
 19. Peter Roll out 2009 goals to board
 20. Peter Make Pasco re-imburement for Alby award public (\$1.3K) on web site and WestWind
 21. Mike Conduct general membership survey (see New Business below)
 22. Peter: Write the first monthly update for the website. -- **Status:** Open
 23. Karol: Work to find a new editor to replace herself for Westwind. -- **Status:** Open
 24. Peter: Do overview presentation for NCSA, BASA & Williams in 2009 (Internal membership communication). --**Status:** Open - Williams date set: Feb 28, BASA by Jan end
NCSA unknown, but goal is Feb 27
 25. Joel: Work with Peter to come up with designs for PASCO "spiritwear" --**Status:** Open
- #### Safety:
- ~200 towers to monitor wind being installed in Nevada; 75-100ft tall with guy wires, funded by

Bureau of Land Management (BLM). Fred putting details on his website; Karol will put details into Westwind.

- Discussion of holding cross country/safety seminar(s) at Minden, end of May would be a good time; Fred proposing time/format/topics (see #14 action item above)

Communications:

- Pasco promotional material is now website
- Region 11 record holders now on website (Peter researched and supplied info to Larry)
- Westwind, ASI cross country & thermal camp details, wave window update, all on the website
- Pasco Website Statistics

	2008	2007
New visitors	15.5K	10.7K
No of visitors	23.5K	16K
Pages viewed	51K	34K
Browser Hits to Pasco website	203K	196K

Winch Launch Status:

- There are 7-8 people now interested in fronting \$1K, but need >10 people to create escrow account.
- Price range: \$20K homebuild winch, \$30K used winch, \$60K new winch
- Could Pasco put up \$10K? Do we need a winch launch site to get people interested? Avenal has already given OK to run winch for a year.
- Need a winch launch site champion.
- Could form LLC w 3-4 principals, w seed money from Pasco. Mike Schneider and Dan Gudgel have shown interest in instructing.

Pasco Board Positions

- Westwind editor open, Karol searching for her replacement
- Fred Lasor is safety officer
- Promotions officer open
- Lee Edling likely moving away (current director)

Goals of 2009

1. Fill all the board & committee positions
2. Increase activity of site champions (through promotions chair)
3. Increase air show promotions to 3/year.
4. Increase use of the private pilot glider support program.
5. Consolidate FAA relationships. Build on good relationships to date
5. Two Westwinds per year March & September
6. Clarify Pasco's position & capacity to promote winch launching

New Business

- There was discussion of conducting a survey of what do PASCO members want"
 - from the seminars
 - outside of the seminars
 - annual meeting
 - safety content

- annual presentation of awards
- other topics?

Mike/Bruce/Fred are assigned to conduct this survey

Next meeting: Monday Feb 9th 2009

Meeting adjourned at 9:10 pm

PASCO BOARD MEETING Feb 23, 2009 Minutes

Meeting called to Order at 7:12

Board Members Present: Peter Deane, Joel Klein, Mike Mayo, Hans Van Weersch, Karol Hines, Fred LaSor, Bruce Roberts

Committee chairs, Directors, Governors and guests present: Jay McDaniel

Action Items, last meeting key points, review:

1. Bruce: Finalize 2008 banquet expenses
Status: almost Done, but need confirmation with Hans. (Karol: This should be published in WestWind.)
2. Bruce Finalize venue for 2009 banquet
Status: Open -- deadline is March
3. Peter Solicit for MC for 2009 banquet
Status: Open
4. Hans Was officer list filed w state?
Status: Open. Hans: Believe that this is to be done every other year. He will follow up and find due date.
5. Hans: Organize the financial audit
Status: Open. Assumption is that John Volkober is not interested, due to his lack of communication. Hans will next talk with Charles Hanes, former treasurer of BASA, to see if he's interested.
6. Hans: Find out how to get Peter as a signatory, and get him bank material and info.
Status: Open. Checking & Savings with Wells Fargo, and Scholarship with Morgan Stanley. Hans will check with each institution to find out procedure.
- 6a. Peter: Get scholarship info to Larry -- **Status:** done
7. Fred: Create promotion strategy for Minden
Status: done.

Discussion:

Fred: He's a member of Minden airport advisory committee. Committee has decided to market the airport. They've asked him for ideas to market soaring.

- Has drafted a letter welcoming soaring pilots back to Minden. Published in WestWind & SSA Mag.;
- SoarNV is hosting a wave camp April 8-12.;
- Announced today that the egg has been captured out of Minden. Trying to keep their name in front of soaring pilots as much as possible;

Peter: Any other longer term plan?

Fred: The activities of the AAC will be ongoing for several years. I was on the planning group for the new airport plan, and soaring was forefront in that. Hoping not to be too much in the face of the other operators on the airport. Trying to get something started on the East side.

Peter: Sounds like largely an airport advocacy effort, long term grind. Think that getting soaring to the East side is crucial to the long-term survival of soaring at Minden.

Fred: Yes.

Peter: Rumor that the airport is trying to bring heavy cargo into the airport?

Fred: I don't think so. Right now there are 3 or 4 empty commercial spaces.

Karol: Did you see in the paper that they're moving the fire base out of Minden.

Fred: Single engine air tankers and helicopters out of Minden.

Karol: Administrative and heavy tankers will move to Stead.

Karol: The fire tankers bring a lot of money in to keep the airport open.

Fred: The 78 acre parcel with commercial hangers brings in a lot of money to airport, but the development overthere seems moribund at the moment. No work in the last 8 or 9 months.

Summary: Strategy as of now is to continue airport advocacy and working to move glider operations to east side of airport.

9. Rob: Create promotion strategy for ASI (Robert Stoney with Karol & Stu)

Status: Open. Karol: Haven't heard from Rob or Stu

10 Peter: Ask Ty to create membership promotion plan for Westwind and Pasco website

Status: Partially Done. Ty still needs to get it to Peter.

11. Karol Include details of 200 wind monitor towers in Westwind.--**Status:** Open.

12. Fred: Provide Peter with details of 200 wind monitor towers. **Status:** Open.

Discussion:

Fred: Sent email off, but hasn't been able to learn any more yet. Do know that they're between Minden and just east of AirSailing at Lovelock.

Monitor towers consist of 6 inch aluminum tube that goes up 60 feet, may be a navigation hazard.

Peter: went to BLM web site, there are a large number of proposed sites from Goose Lake to Tonopah and beyond.

Karol: are they all on BLM land? I know that there are a number that are not. There is a turbine site on pvt property on Virginia peak, and on Dogskin. I know about these because of my involvement with Washoe county & regional planning. Not because they were on any map. They have to apply for a special use permit in Washoe cty to put up a monitoring tower. Also permission with military for Washoe and Churchhill to the east.

Peter: Would be worth following up with all of the counties to find out where the turbine sites will be.

Karol: Only know of three sites in the state of NV that have gone beyond planning phase.

out near Ely, Virginia Peak on the PahRah range south of ASI, Peaks around Virginia City in the Virginia Range. Are receiving a lot of opposition from the local residents.

Peter: The potential gliding safety issue is with the monitoring towers, you can see and avoid a turbine.

Fred: They're relatively small, and only can be up for two

years.

Peter: The major safety issue is with the monitoring towers, not the turbines.

Peter: How best to communicate this info to members?

Fred: Downloadable coordinates?

Peter: Need a volunteer to take this on. Create an airspace formatted downloadable.

Hans: I think this is non-issue for the most part. Unless it's in a place where people traditionally ridge soar.

Summary: Fred will get more info about locations of approved wind monitoring areas where they are close to known soaring sites or well traveled ridges.

Karol will put that info in Westwind & web site about where to find general info on wind monitoring, and info on the soaring-specific sites that will be affected.

13. Fred: Contact Donald Brooks about status of nationwide transponder code for gliders.

Spoke with Donald 2 weeks ago, slow process, doesn't expect it to happen soon. --**Status:** Done.

Discussion:

Karol: Steve Northcraft of the SSA might be a better source of information.

Jay: At the Nat'l Board meeting he learned that the FAA is still working on it. 1201 won't work for some areas, and haven't come up with a new code yet.

Action -- Fred will follow up with Steve Northcraft and get on his mailing list about nationwide transponder code for gliders.

14. Fred: Propose seminar time/format/topics in Minden & forward to Peter. --**Status:** Open.

Discussion

Fred: SoaringNV Wave Camp 8th-12th Fred. Will be giving safety about flying in wave window area and talking with Reno TRACON

Peter: Should we have a safety seminar to get in front of more Minden pilots, not just glider pilots?

15. Peter: Mail winch presentation material to Larry (CD). --**Status:** Done.

16. Peter: Check bylaws for general membership vote for Pasco participating in winch purchase?

Discussion:

Peter: Yes we can. The bylaws don't require a general membership vote, but does indicate how to hold a special meeting. Only restrictions are: 1) can't own airplanes, 2) can't be directly involved in (flight) training.

--**Status:** Done.

17. Marc Put together plan for LLC for winch launch - Can Pasco put up money, but not be liable?

Status: Open.

18. Peter: 2 spiritware items available by July 2009 **Status:** Open.

19. Peter: Roll out 2009 goals to board

Status: Done.

20. Peter Make Pasco re-imburement for Alby award public (\$1,120) on web site and WestWind

Status: Done. Will be in march West Wind.

21. Mike: Conduct general membership survey

Status: Open.

22. Peter: Write the first monthly update for the website.

Status: Done & sent to Larry (not yet on web.)

23. Karol: Work to find a new editor to replace herself for Westwind. **Status:** Open

24. Peter: Do overview presentation for NCSA, BASA & Williams in 2009 (Internal membership communication). **Status:** Done.

25. Joel: Work with Peter to come up with designs for PASCO "spiritwear" **Status:** Open

26. Mike: Put together proposal/ideas for cross country community & network building event(s) in lieu of the Cross Country Seminars. **Status:** Open

Discussion:

Mike: Welcome any ideas. We could do lunch meetings from time to time (currently doing that with a small group).

Karol: Put that in the membership survey.

Fred: OLC has had an impact on cross country soaring internationally. Is there something we can do among PASCO?

Peter: That's what the Sawyer award does right now.

Peter: Would be interesting to add a speed component to OLC...

Ramy: OLC League has points based on average speed during fastest 3 or 3.5 hours as well (OLC classic is distance only)

Mike: Could do something inspired by the PASCO league, construct some ranking ladder on the PASCO web site.

Fred: Those are individual kinds of efforts, is there something we can do on the mentoring side?

Mike: The ladder could include a lead pilot... to encourage x-country mentoring.

Summary: We should include questions about this topic in the member survey.

New Action Items:

1. Fred: Research with BLM to see if there is a central place to find info on locations of wind monitoring towers.

2. Karol: Put wind monitoring tower info in Westwind on web site, about where to find general info on wind monitoring, and info on the soaring-specific sites that will be affected.

3. Fred: Follow up with Steve Northcraft and get on his mailing list about nationwide transponder code for gliders for updates about this process.

4. Fred: Contact FSDO about getting how to set up a presentation as a WINGS seminar.

5. Peter: Check with Marc to see if he needs/wants help looking into Winch LLC.

6. Joel: Contact spiritwear manufacturer to discuss possible design.

7. Mike: Get a bio on Sumner Davis and Dave Cunningham for Westwind from appropriate NCSA people.

8. All: Write an article for Westwind if you can. Plus, we need a picture on the cover in the theme of "getting ready for the season," perhaps someone flying with an instructor? Or, even just an idea of a kind of article that you'd like to see, please send that to Karol.

9. Fred: Write an email to Cindy Brickner about White Elk MOA and possible impact on Ely airspace. Also send copy of letter of protest he wrote on this topic previously to Karol for WestWind.

10. Peter: Contact Rob Stone about PASCO board position.

11. Joel: Research Sport Pilot-related events for possible PASCO display.

Goals Reminder Discussion:

There was some discussion around Goal Number 6, Consolidate FAA relationships:

Fred: AOPA may be more friendly to gliding with their new president.

Jay: Chris O'Callahan on the SSA Board does communication for AOPA.

Fred: We (SSA) should ask AOPA what we need to do to get on their radar screen.

Peter: AOPA does have a lot more clout than SSA.

Treasure's report: plus Audit update and Budget proposal

Hans: Sent income report around by email. Here's the summary;

Bank account balance status, closing 16th January, 2009:

Checking: \$19,840.00

Savings: \$126.00

Scholarship Fund (Morgan Stanley as of 12/31/08): \$8,323.00

These totals do not include:

-SSA reimbursement request from Jay

-NCSA dues that have just come in.

Discussion:

Karol: Why so much in checking? Should be in savings.

Hans: The interest rate in the savings account is tiny.

Audit Update: (see notes in action items, above.)

Budget Proposal Discussion:

Hans: (Referring to emailed discussion document):

We have about \$8K/year income and a good reserve.

So, in the Proposed Budget, we should:

-Reduce annual income to \$8K

-Increase awards to \$500

-Alby Award is listed as \$1120.

Hans: I'm not aware of an ongoing expense for the Alby Award--this line item could be removed.

Discussion about Sergio wanting to publicize the award, perhaps in Soaring magazine.

Karol: Alby Award info in Soaring could be under 'News' section--should be free?

Jay: adding photos could cost a bit. In any event, the total should be well under the current figure.

-Airshow Costs, Promotion Materials & Spirit Wear estimates looks good as a starting point.

-Scholarship: has only paid three scholarships--need to advertise this more

Hans: We don't need a positive cash flow, developing activities that bring us to a zero cash flow is the goal, while still maintaining a good reserve.

Banquet & Seminars Preparation - Site, speaker, topics

No progress yet.

Discussion: Should we have Sully as the main banquet speaker? Not sure if he'll have any more to say that hasn't already been in the press.

Membership Issues and Promotion -

Discussion:

Hans: Within BASA we see some attrition due to economy. Fuel prices up.

Mike: Promote to power pilots. NCSA annual safety seminar is now a WINGS program. Put together some seminars and get the FAA to give WINGS credit.

Karol: Perhaps the Williams seminars could be part of that program?

Joel: Perhaps some part of the SoaringNV wave camp (April 8th - 12th) could be turned into a WINGS seminar? Something about mtn wave or pilot physiological issues?

Fred: As a promotion to glider pilots, we're offering that if you attend 3 wave seminars and do some minimum flying = BFR.

Action -- Fred: will contact FSDO about how to set up a WINGS seminar.

Communications

Website -- No report.

WestWind :

Karol: Got nice article from Monique about all things that happened last year. Would like to do that for all clubs and FBOs.

We need someone to write an article about Sumner Davis. Was he a member of NCSA?

We never did get a bio of Dave Cunningham.

Mike: will get a bio from NCSA on Dave Cunningham (Did Richard Pearle write something?) & Sumner Davis.

Shooting to get issue out in March.

Action for all: Write an article if you can, we need a picture on the cover in the theme of "getting ready for the season," perhaps someone flying with an instructor? Or, even just an idea of a kind of article that you'd like to see, please send that along. Haven't gotten much off of the bulletin boards lately.

Safety Issues – Wind towers, Ely airspace

Wind Towers: see discussion above.

Ely Airspace:

Karol: That would be the White Elk MOA.

Fred: Wrote letter of protest 1 or 2 years ago, thought it was currently a non-issue.

Karol: Think that it's on again.

Action Item -- Fred: contact Cindy to find out. Will send a copy of his previous letter to Karol for possible inclusion in March West Wind.

Contest Updates – Regionals and Nationals

Fred: Tom Stowers (does glider repair in Gardnerville) wants to have the 15M class nationals at Minden next year.

Karol: Rick Walters has serious health issues. Perhaps we should have someone coordinate in the mean time?

Winch progress

How can PASCO reasonably participate?

No report.

PASCO Director positions

Editor search still open.

Lee's replacement -- We should talk with someone out of Air Sailing, perhaps Rob Stone

Action Item-- Peter: Contact Rob Stone about PASCO board position.

Promotions search still open. See discussion above on WINGS seminar development.

Joel: Spoke with Eric Rupp who thinks we should target

events that promote Sport Pilot. He thinks the people there will be more potential "bang for the buck" than just going to airshows open to the general public.

Action Item-- Joel: Research Sport Pilot-related events for possible PASCO display.

SSA updates

Jay: Nothing new from what I sent out earlier.

Karol: Fred won most active instructor in Region 11. (Fred didn't know!)

This is the first year that we have the "off year" of the convention, so no group awards presentation. The local directors were given the task of presenting awards within their region.

Next year's convention at Little Rock, Arkansas.

Sunflower Aerodrome donation was withdrawn by Bill Seed. He wanted to have a world's competition there as a condition of the donation.

New Business

None.

Next meeting:

Typically second Monday of the Month, however we're late this month--does it make sense at this point to have a March meeting, or just get back on schedule for April?

Next board meeting: April 13, 2009, 7:00 pm

Meeting adjourned at 9:05 pm

PASCO BOARD MEETING April 13, 2009 Minutes

Meeting called to Order at 7:10 pm

Board Members Present: Peter Deane, Mike Mayo, Karol Hines, Fred LaSor, Bruce Roberts, Larry Roberts

Committee chairs, Directors, Governors and guests present: Jay McDaniel, Stu Crane, and Rolf Peterson

Treasurer Report:

- Internal audit complete, but still need external audit
 - Hans: proposed annual expense not to exceed \$8K, based on PASCO income that is ~\$8K.
- All present agreed.

Membership Issues and Promotion:

- Airshows: Half Moon Bay Dream Machines, Peter will present 2T on static display (4/26). No other airshow displays planned

Communications:

- Larry: who is Web site targeting? Current PASCO members? Or others? Try to cater to both.
- Meeting, agenda, minutes need to be updated on Website

Westwind:

- Need picture for cover, needs picture of Charlie Spratt
- Have Fred's wave article (on website), has something from each location (stories), has something on Alby, but nothing on Sumner Davis.

Safety:

- FSDO guy Harlow Voorhees (Fresno) meeting w Donald Brooks, & Rolf, Karol, Fred LaSor next Tuesday (4/21). One portion of this discussion is airspace proposal (ie where transponders could be required).
- Fred to write up story about his flight today (4/13), especially his return from Susanville, through Reno airspace.
- Can WAVE CAMP be certified as a Wings event? Fred may become FAA safety counselor.

Contests:

- Avenal at risk, issue w enough tow planes
- Montague, region 11. June 15-20
- Montague, open & std class, entries low (7 std, 7 open so far), last 2 wks in June (6/16-26)

Winch:

- No updates

Pasco Director Positions:

- Rob Stone; is he willing to be on Pasco board? Peter will call him.
- What about someone from Williams? Peter will ask Rex
- What about Roger Harris? Stu will ask Roger.

SSA:

- no new SSA updates

Special Teams:

- Team #1 meeting 4/21 7PM
- Team #3 no update

New Business:

- Sully; would he be a good draw? Call Sully (Bruce)
- NASA, any possibilities?

Next board meeting: May 11, 2009, 7:00 pm

Meeting adjourned at 8:37 pm

Notes from SSA Board Meeting

Submitted by Jay McDaniel, SSA Director, Region 11

The official version of the minutes from the January 23rd SSA Board Meeting are available on the SSA web site. Here are some of my notes.

- The Donation of Sunflower Aerodrome in Hutchinson Kansas to the SSA by Bill Seed has been withdrawn by Mr. Seed.
- The 2010 Sports National Contest will be held in Parowan Utah.
- The 2010 SSA Convention will be held in Little Rock, Arkansas. We are getting the entire Convention Center for a bargain price.
- USAir Capt Sullenberger and his co-pilot were both awarded certificates of merit and Lifetime memberships in the SSA
- Peter Deane's writeup for the Region 11 report was highlighted as "one of the best" – Thanx again, Peter!
- The February issue of Flying magazine has an excellent article on soaring.

- The 23 January issue of AOPA's ePilot online had a good article on soaring. Our liason with AOPA is getting stronger now that we have Chris O'Callaghan as a Board Meber At Large. He is the head of electronic publishing for AOPA and oversees a \$2 million plus annual budget. We will be seeing more joint efforts with AOPA now that it's presidency has changed hands.
- There has been no progress on getting a National transponder code for gliders but it is still being worked.
- There have been unconfirmed reports that foreign visitors flying out of Ely last summer busted Class A airspace and landed well after sunset. Be careful flying in that area.

FAA News and Notes

Dear PASCO member

We have had another near miss between an airliner and a glider at 14000' over Minden.

The glider was **not** following PASCO radio procedures and **did not** have a transponder and was flying in exactly the right location to be a serious hazard to jet traffic approaching Reno from the south. The pilot was not a PASCO member but was an employee of a local FBO, who's owner had been briefed about the procedures and was fully aware of them. This occurred on Feb 24th this year.

FAA (FSDO) and FBI were investigating afterward and we have been told that this incident reached the very highest levels of the FAA. We are not sure what the fall out of that will be.

We are very worried about the potential for another midair, especially as this recent event clearly demonstrates that the PASCO procedures and guidelines are NOT being followed adequately and putting the traveling public in potential danger. The procedures are recommendations, not a 'legal' requirement, and are not being sufficiently followed by regular users of the airspace.

I called a special PASCO board meeting to understand exactly what went on and what the implications may or may not be. We want to look at what we can do to prevent this happening again. Key members of PASCO, the SSA leadership and concerned pilots were at the meeting

PLEASE READ THE ATTACHED MEETING MINUTES - and PLEASE TAKE THE PASCO PROCEDURES for operating gliders in the vicinity of Reno SERIOUSLY.

As a result of this near miss and the attention that the incident is receiving from the FAA and the FBI, PASCO

has started 3 teams right now (working concurrently) to address the 3 key issues we face moving forward.

These teams are:

1) Pilot education and improving current procedures - and increasing compliance with PASCO procedures

Team members - Fred LaSor, Cindy Brickner, Karol Hines, Bruce Roberts, Joel Klein
Leader - Peter Deane

2) Establishing a special flight rules proposal that can be taken to the membership

Team members - Rolf Peterson, Fred LaSor, John Morgan, Darryl Ramm
Leader - Rolf Peterson

3) Clarify understanding of ADS-B options and timelines and how ADSB would supercede 1, 2 or both.

Team members - Marc Ramsey, Darryl Ramm, (Bernald Smith, Steve Northcraft advisory)
Leader - Darryl Ramm

These teams will work concurrently and independently.

A note about team 2 - The transponder airspace proposal team effort is crucial for several reasons - First, it is imperative for PASCO to have a local solution available to solve a local safety problem - we are a local organization - secondly, if the FAA uses this incident to come down with a nationwide removal of the transponder exclusion for gliders, we need to be able to counter with a local airspace solution that can AVOID the need for a national exclusion - Third - we need to establish if such a solution is even workable before we take it to the local soaring community for feedback and mandate, or respond to potential FAA action.

Comments and inputs from PASCO membership are of course very welcome - please reply to this email address president@pacificsoaring.org or get some discussion going on http://groups.yahoo.com/group/Region_11

Sincerely

Peter Deane

Dear Region 11 Soaring Pilot

Please find all the documentation on radio and airspace safety when flying near Reno at <http://www.pacificsoaring.org/safety.html#transponder>

The information includes pilot cards and radio etiquette

information for communicating with Reno approach - THIS IS VERY IMPORTANT FOR REDUCING THE CHANCE OF A NEAR MISS OR MIDAIR

Please review and learn and USE these procedures if you fly anywhere near the Reno airspace with or without a transponder.

If you fly in these areas and do not have a transponder - PLEASE SERIOUSLY CONSIDER INSTALLING A MODE C TRANSPONDER IMMEDIATELY

Kind Regards

Peter Deane

Special PASCO Board Meeting on Reno Airspace Safety – March 9th 2009 7pm _____

Participants:

SSA

Phil Umphres	Chairman of the SSA Board of Directors & SSA Region 10 director
Steve Northcraft	SSA Region 8 Director and Chair of the Government Liaison Committee
Cindy Brickner	SSA Region 12 Director, Vice Chair and Secretary of the Executive Committee, Chair of the Commercial Operators and Business Members Committee
	Chair of the Airspace and Pilot Certification Sub Committees,
Stew Crane	SSA State Governor for Nevada
Marc Ramsey	SSA State Governor for Northern California
Jay McDaniel	SSA Region 11 Director , treasurer Las Vegas Valley Soaring

PASCO

Peter Deane	President
Mike Mayo	Director (Truckee)
Joel Klein	Director
Fred Lasor	Safety Officer
Rolf Peterson	FAA Liaison
Tyler White	Membership Chair, AirSailing
President	

Concerned Region 11 Pilots

Jim Herd (Minden)
Laurie Harden (SoaringNV)
Mike Moore (SoarMinden)
Darryl Ramm
John Morgan (Minden)
Dave Bingham (Minden)

Introduction – Peter Deane

We have had another near miss between an airliner and a glider at 14000' directly over Minden.

The glider was not following PASCO radio procedures and did not have a transponder and was flying in exactly the right location to be a serious hazard to jet traffic approaching Reno from the south. The pilot was not a PASCO member but was an employee of a local FBO, who's owner had been briefed about the procedures and was fully aware of them. This occurred on Feb 24th this year.

FAA (FSDO) and FBI were investigating afterward and we have been told that this incident reached the very highest levels of the FAA. We are not sure what the fall out of that will be.

We are very worried about the potential for another midair, especially as this recent event clearly demonstrates that the PASCO procedures and guidelines are NOT being followed adequately and putting the travelling public in potential danger. The procedures are recommendations, not a 'legal' requirement, and are not being followed by regular users of the airspace.

I am calling this meeting so that we can all understand exactly what is going on and what the implications may or may not be. We want to look at what we can do to prevent this happening again. What are our options?

One of the proposals made by PASCO (April 23rd 2007) was for a glider alert area to be published on sectionals and approach charts so that other airspace users would be alerted to the glider activity in the area – this was NOT adopted by the FAA – we were not given a reason why. The final radio procedures were established with Reno TRACON in July 2007 and significant effort was expended to publicise, educate and make details available on the web site immediately thereafter.

PASCO has a documented history of promoting the use of transponders in the areas around Reno. Following the Hawker jet collision with an ASG29 over the Pine Nuts in 2006, the FAA and NTSB requested PASCO come up with procedures to help reduce the chance of a glider – jet midair in the skies around Reno. For this to be effective we MUST have compliance from users of the critical airspace.

Goal of Meeting

Bring all meeting SSA, PASCO and concerned Region 11 pilots up to date with current glider-jet traffic safety situation around Reno – provide a forum for understanding the key factors and capacities for action at the national, regional and local level.

Clarify history of PASCO work with Reno TRACON to define current PASCO recommended practices and the reasons why this agreement exists

Clarify SSA position (long term and short term) on transponder rule making and FAA liaison

Discuss and clarify short term options for reducing glider-jet near miss occurrences near Reno

Discuss and clarify long term solutions for reducing glider-jet near miss occurrences near Reno

Define short term actions that can improve safety in the Reno airspace.

Karol Hines statement: Recent history of PASCO involvement in Reno airspace procedures

A few days after the Hawker/glider mid-air collision in August, 2006, the NTSB investigator called a meeting to bring together the owners of the Hawker, the local Soaring community, Reno TRACON and local and National FAA personnel. As a result of that meeting, the Soaring community was requested to put together Work Groups to coordinate with Reno TRACON and come up with procedures that would dramatically lower the possibility of this sort of accident happening in the future.

As PASCO President and SSA Region 11 Director, I was asked, by the NTSB investigator, to form and lead the Work Groups. I solicited input from the local Soaring community on who would be the best representatives for the various soaring locations in our area. We had representatives from ASI, Truckee and Minden as well as others from PASCO and the local FAA Examiner (for glider check rides). Over the next 10 months, the groups had several meetings with Reno TRACON and several conference calls that included NTSB, Oakland Center and Regional FAA Airspace folks. This was an open door process. We encouraged everyone to express their opinion and responded to as many communications as possible; published minutes for every meeting and generally encouraged everyone to become involved. Remember, everyone working on this issue on behalf of Soaring was a VOLUNTEER with other jobs and priorities in their life.

One of the very first requests from the NTSB investigator was that we define areas around Reno and Minden in which gliders would NOT be allowed unless they were equipped with a transponder. No one in the local soaring community supported that idea.

In coming up with a workable "solution", the working groups had to make sure that whatever we came up with would not only satisfy the FAA and the NTSB, but would also be something that the local soaring community, including the many pilots in this area who had very little experience in working with ATC, would understand and support. We believe we did that. We created a briefing document to be given to each pilot the first time they came out to fly at one of the local locations and a "cockpit card" that summarized the procedure that they could keep in their glider for reference. We used the

KISS principal and included a short primer on talking to ATC. After several iterations, this procedure and these documents were "approved" by the NTSB inspector and Reno TRACON. These documents are now posted on the PASCO web site safety page

In the Spring of 2007, a supply of the briefings and cockpit cards were distributed (in person) to AirSailing, Truckee and Minden. In addition, a briefing document for the briefer and a log for each pilot to sign when they were given a briefing and a card were given to each site.

In June of 2007, we had Mark Beadle, a Reno TRACON controller and long time glider pilot, visit each of the local operations and give a talk to the pilots. A recording of his briefing at Truckee is also posted on the PASCO safety page.

The NTSB investigator on the case left the agency and turned the case over to a new investigator (forget the timing). The new investigator put the case on the bottom of her pile and did not close it and make a recommendation to the FAA until there was a very strange report posted on the NASA ASRS database (ACN 792919) by an airline pilot in which he said he responded to TCAS conflict warnings – a glider with a transponder. TRACON did not recall this incident and did not find anything on their recordings. No NMAC was filed, however, it spurred the NTSB to finally close their investigation and make a recommendation to the FAA that the transponder exemption for gliders be removed.

If Jon Hannan (the pilot involved in the recent near-miss) had been following our simple procedure, the incident would NOT have happened. Transponder or not, he would have been talking to ATC – something he is very comfortable with since he is a former "FAA Test Pilot".

Jon should not have gone above 10,000, with a paying passenger no less, when he realized he could not get the passenger to tune the radio, which was in the front seat – he was in the back, to the Reno Approach frequency. Reno approach is very cooperative in working with the soaring community, but we have to let them know we are there when we don't have a transponder and can be pretty certain that they can not see us.

Role of SSA and SSA position on transponder rulemaking - Steve/Phil/Cindy

Steve Northcraft statement - : SSA typically provides guidance and expertise, interpretation of FARs, examples of other practices in other parts of the country. SSA can indicate whom to contact to resolve the issues (PASCO appears to have a good working relationship with local TRACON). SSA can also work with FAA at a national level to resolve issues with their contacts. Sometimes the local FSDO may not agree with the correct interpretation of the applicable FARs—we can guide them to the right FAA people in Washington for a

correct interpretation. Can give us national credibility. Sometimes though the local tracon people are more comfortable talking with the local soaring representatives.

Background: NPRM 88-2 in 1988 that mandated xponders. SSA & EAA sought exemption for aircraft certified w/o electrical system, and we received it. Xpon at that time used a lot of power. Now xponders are a 50 year old technology. As far as the regulatory philosophy: SSA is for Voluntary compliance. If you're in an area of high power traffic, you should be thinking about using a transponder. Also, use a PCAS. We think voluntary compliance works.

PASCO's done a good job of promoting the use of transponders.

Numbers: Noted that NTSB 60 NMACS between gliders and commercial jets in 20 year period.

42 of 60 were at or below 10K feet, in areas where a xponder was not required by any other aircraft.

So, only 18 NMACS at altitude (10 were in NV, 4 in CO, 1 CA, 1 NM, 1 UT). One per year, so the majority of them are happening HERE (RNO area). Only one every 4 to 5 years in Colorado.

Spoke with NTSB investigator who wrote final report. She was looking for NMACS between Comm jet and gliders. However, for comparison, I came up with 9200 NMACs between commercial Jets and ALL other aircraft during the same period (most of which would have had transponders!) That's why we think a global ruling on xponders in gliders would not be especially helpful.

ADSB as currently envisioned will be primarily for IFR traffic management. We feel FAA should spend more resources on developing an ADSB unit for VFR aircraft. FAA will publish final rule in April 2010. Manufacturers should be able to offer units then. UAT-type units should be less expensive than current xponders.

About the Nat'l Xponder Code: NTSB recommended to the FAA that they establish a Nat'l glider xponder code. We've been advocating 0440. FAA will issue a final rule in March of 2010 (code likely "0000"—easy to remember.)

Peter: This is a very local situation and may need a local answer.

Steve: Carson Valley, Reno & Minden situation is unique. This is the only place in the nation where high altitude glider traffic coincides with high levels of commercial jet traffic, so yes, you may need a local answer.

Events after the near miss, local implications - Fred LaSor

I took the day off February 25th but came into the hangar about midday, at which time I saw a copy of the fax that had been sent out by Vince Bianco regarding the near miss between USAir and a Minden glider the previous day. Our copy of the fax came from Airport Manager Keith Kallman, who also told us the glider was piloted by a Soar Minden pilot.

Later that afternoon I received a telephone call from Vince Bianco, Reno TRACON Front Line Manager, who told us what he knew about the event and asked what our gliders were doing on the day in question. I told him we had two gliders up that day for a total of three flights (the K-21 had made 2 flights), that our gliders were transponder-equipped, and that our pilots were talking to Reno Approach, per the PASCO Traffic Briefing. I also told him we wanted to work with the TRACON to make sure there were no repetitions of the events of the 24th. Bianco also made it clear to me they were NOT interested in restricting airspace unequally -- i.e., we had as much access to the airspace as the big boys, but we needed to work with them so there was no chance of a midair. At that time it sounded as if the event was going to be handled at the level of the Reno Approach.

Vince came in two days later to talk more about what had happened, and accepted my invitation to take a glider ride so he could see how we operated. During that ride he tried without success to talk to Reno Approach on the glider radio. My experience talking with Approach is that you need to be about 12,000' MSL for them to get a good signal from our radio, and I think he was about 10,000' when he called.

The next we heard of the event was when Reid Walburg, Operations Unit Supervisor of the Reno FSDO, and John Ginocchio, Special Agent of the FBI, visited our office March 2. They had apparently talked to Jon Hannan that morning, and perhaps to someone from the Soar Minden staff. They asked about transponders in our gliders and our operations procedure for flights in airspace where we might encounter commercial traffic in and out of Reno. We described our operating procedures and the PASCO Traffic Briefing, and they told us there was interest in this event at the very highest levels of the FAA. Walburg did not say so, and we did not ask, but we inferred that the FAA Administrator might even have been involved. Walburg also said we (gliders) might lose the transponder waiver, but did not speculate further on what might happen as a result of the near miss.

Looking at the future I do not anticipate that we will lose access to the airspace above Minden Airport, but I would not be surprised to have the waiver removed by some kind of emergency action (removal through the normal process would presumably require an NPRM and take about a year). I do not see any particular benefit to be gained from a public meeting, as both Tony Sabino and Jon Hannan have suggested, "to discuss alternatives to

the simple, *but very restrictive*, steps" that Vince proposed in his fax of 2/24/09.

We have had public meetings and we have had working-group meetings (some of which included a representative of Soar Minden) and we have come up with what I think are workable policies. At the time of the event of the 24th those policies and procedures were not being followed. If we establish more procedures and policies and they are ignored we have not gained anything. On the other hand, if the pilot of the glider at 14,000' over Minden on the 24th had been following the generally-accepted procedures I believe the chance of a midair would have been significantly reduced. A simple radio call to Reno Approach would have alerted the controllers to the glider's presence at a conflicting altitude above Minden.

I think PASCO now needs to re-examine the procedures and either modify them or keep them as they are. In either case, we have no power to enforce our procedures, yet if someone ignores them and causes an incident we will all lose. It will be worthwhile hearing what SSA is doing regarding the transponder issue, but as long as gliders fly between 12,000' and 14,000' over Minden they are going to be in airspace that is regularly transited by commercial traffic approaching Reno at high speed.

Karol Hines : Events after the near miss – FAA implications:

The pilot of the US Airways jet filed an NMAC (Near Mid Air Collision) report. The FAA does not require this but the airline probably does. The FAA (Reno TRACON and FSDO) did a follow up investigation and filed paperwork as they are required to do. The FAA (FSDO and TRACON) and the FBI talked to the glider pilot and other local Soaring pilots. They probably talked to the US Airways pilot as well. Since there was no damage or injury, this may not go beyond this initial investigation. Reno TRACON has not indicated that any additional action will be taken but they are VERY concerned with Jon's statement about not "participating" in PASCO and willfully not practicing the procedures that PASCO worked out with them in 2007. They do not know why the FBI became involved but believe it may be because we DO have this procedure and this commercial glider pilot appeared to be willfully "violating" this procedure. Steve and Cindy can give more insight into what happens when an NMAC is filed.

Problem Statement - Short and Long term - Peter Deane

We're in a difficult position – the procedures PASCO worked out with TRACON dramatically reduces (but does not systemically remove) the chance of a jet-glider midair – the keystone of this is radio contact with Reno approach.

None of the procedures and recommendations are enforceable and safety in the region is vulnerable to scoff-law pilots, those who wont install transponders for whatever reason or those who decide that they are above the inconvenience of recommended safety oriented procedures because they are not mandated by the FAA.

If all gliders needed transponders above 10000' in this area there would be a systemic solution – ie an onboard instrument automatically responding to airborne or ground based interrogation.

Any short term solutions will be voluntary and local. Systemic equipment and/or airspace based solutions will take a lot longer and we cannot afford delays to improving the situation. Rolf has some proposals to discuss for short and near term options.

Short and near term options for improving safety - Rolf Peterson

Short Term

Keep on emphasizing voluntary installation and use of transponders in gliders and radio contact with Reno Approach (RNO TRACON) by glider pilots flying in the Reno area.

Maintain good working communications between PASCO, Reno TRACON, Oakland ARTCC, and local glider pilots about operational procedures and operational problems.

PASCO has no enforcement capability. PASCO continue education and peer pressure activities.

Insist that the FAA ATC system comply with current FARs and conform to established regulatory rulemaking process in making any new requirements for gliders.

Near Term

Propose that the FAA ATC system, by regulatory process, establish a local Special Operating Rules Area in defined Class E airspace around Reno where gliders would be required to have an operating Mode C transponder to operate VFR. Objective is to improve safety of operations.

Both Reno TRACON and Oakland ARTCC airspace involved.

Encourage Reno TRACON and Oakland ARTCC management to initiate the regulatory rulemaking process within the FAA to establish a local Special Operating Rules Area for gliders.

Key Decisions needed for a PASCO proposal:

Boundaries of proposed glider transponder area:

Polygon, similar to previous PASCO request to establish an Alert Area - or -
Circle around KRNO
50 nm radius ?
60 nm radius ?
?? nm radius ?

Proposed special flight rules area should include Class E airspace below the Minden and Pyramid Glider Areas (wave windows).

Altitude Floor of proposed glider transponder area:
10,000 ft msl ?

Mike Moore : Floor to be such that jets on shallowest approach would be within area?

Peter: Yes if possible, any altitudes below 10,000 we run into conflicts with other regulations that affect other types of aircraft.

Steve Northcraft: If you try to extend below 10,000 you'd run into opposition from AOPA.

Rolf: My preference for Lateral boundaries would be polygon with straight lines between known landmarks.

Open floor for new options and inputs on proposals - Peter chair.

John “Bumper”: Speaking to what Steve was saying about NMACS. Interesting to know that problems are with aircraft that are NOT voluntarily complying. Problems seem to be either no xponder, or xponder not on. Talked with Fred earlier today: If wave windows were moved further south, could potentially move them out of the descent profile for RNO. Wouldn't cost the FAA anything to have a box with a 24,000 foot floor for class A. Would be a major boon to soaring and would move glider traffic south out of the descent profiles.

Other item by way of example from his classic aircraft background: “Years ago shoulder harness additions to classic aircraft eliminated engineering requirements. Could do the same thing for gliders for battery box and xponder installation. Could also eliminate the semiannual xponder check requirement, “simplicate” and less onerous then to comply.

Fred: Really ought to be a national treasure for soaring. Owens Valley high altitude soaring area. Would get visibility

Rolf: In renegotiating wave windows, OAK center was willing to talk about moving windows slightly, but were not interested in increasing the total area of the wave window.

Fred: It may be that they don't have the authority to do that. We had to give up airspace over 28,000 due to the RVSM . Oak no longer has the authority to give us the space up there.

Bumper: Regarding a 24,000 floor: At that point (down south) no one is using the airspace. The jet traffic is higher at that point.

Rolf: This is a side issue---but not what we need to be concentrating on now.

Cindy: The problem at RNO is not above 18K, but below.

Rob Stone: IF xponder not working, will I be denied use of the airspace, or if it's not working will I have to leave the airspace.

Cindy: Presumably yes.

Rolf: Some provisions for limited local authorities to grant one time exceptions.

Northcraft: These are the types of details you can work out if you chose to go that way.

Peter: Let's focus on comments about Rolf's proposals.

Jim Herd: Rolf is on to something—where the conversation should be focused. In Europe they now have TMZ transponder mandatory zones. I strongly support that.

Want to comment on some things Steve said: While PASCO has helped, it hasn't solved the problem. We have a systemic problem. As I talk with pilots there's a great number that don't know about PASCO, or don't know about the special rules. Hannon implied that since no one asked his opinion, he was not inclined to comply. My guess is that there's only 50% compliance with the PASCO/Tracon agreement.

I think around RNO xponders will help immensely. Most jets have TCAS—it does work, and it would prevent near misses and midairs—both events.

ADSB is too far away to sit and wait for it.

The Carson Valley is only somewhat unique. Right now I'm at Turf Soaring in AZ. There are airliners here. The aircraft above 10K expect all other aircraft to have xponders. Potentially an issue here and other locations around the country. Don't hear about it here in that there isn't that much glider traffic. Reno's circumstances are unique only in the high volume of glider traffic. We need to make rules mandatory to make sure people comply.

Peter: If we do pursue a glider transponder activity zone in RNO airspace, it may be a useful model for solving problems in other areas as they arise.

Bumper: It may be easier for the FAA to require xponders above 10K feet nationwide. Not sure how EAA would feel about that with classic aircraft, though those don't often fly above 10k.

Steve Northcraft: FAA is not pre-disposed to require xponders. We have no NMACs in AZ in the last 20 years. Bulk of them are in this area (RNO).

Jim: Should we support nationwide removal of exemption above 10K? It would be easy to implement, but would cause a lot of pain among many glider pilots across the country.

Steve: NTSB has pushed FAA to remove exemption in the past, but they don't want to do it. Perhaps they're concerned that there'll be too many nuisance alerts when xponders get too close together. This may be a software issue that's being addressed, and why they may be amenable to the Nat'l glider transponder code now.

Fred: Question: If someone could impose the PASCO procedure on glider pilots, would that make it a safer place to fly. If yes, then if the FAA could mandate the PASCO procedures...Or does that leave out something?

Peter: Without mandatory xponders in the key areas, would not be complete.

Jim: Spoke with John Hannon, and thinks the PASCO procedures are "Impractical and ineffective." It's just not enough. Gives a false sense of security. Jet traffic isn't all in these corridors. PASCO procedures is effectively an airspace giveaway...

Fred: Not at all intended to be an airspace giveaway. The purpose was not to avoid those areas, but to be aware.

Peter: A warning that if you're going to be playing on the freeway...

Ty White: As a pilot, not president of AirSailing. Would like to see Rolf's mandatory proposal.

Cindy: A question for Ty: Do you always stay on RNO frequency?

Ty: If going south, stay on frequency until Mt Siegle.

Cindy: If we chose to discuss glider pilots carrying xponders as a piece of equipment...they relax their vigilance. Radio communications does increase situational awareness. Encouraging glider pilots to have to listen to what's going through the neighborhood helps OUR side. Hauling the xponders around helps the OTHER side. How do we reach out to the ATP?

Bumper: Heard the same argument against TCAS (or PCAS). I've been using TPAS (Xaon) —the alerts are a constant reminder to get your head out of the cockpit. Would have been run over by a Bonanza if not for having one.

Bumper: If you're going to have one of those two, the xponder is the most important.

Darryl: I fly with TPAS—think it's wonderful and get's your head out of the cockpit. Think that pilots who are early adopters are not part of the problem. Think that TPAS isn't helpful for fast movers though. We should take that off the table.

Hope that PASCO goes quiet on UAT technology. That's a distraction for the immediate safety issues. Plus, it's so far away that it's not a viable option to Mode C. Strongly support Rolf's idea for a required zone. Wish that PASCO Procedures could've been more effective. It's probably a human factors issue, and that 50% compliance is about right. Some pilots are belligerent, some are nervous about speaking with ATC. John Hannon comes off as a spoiled kid, "I wasn't involved, so I won't comply."

Jim: Agree with Darryl, but think there's a sense of disenfranchisement among some pilots.

Darryl: Think the PASCO procedures are great, but we're not getting full compliance and it's gone as far as it can go.

Stew: Question was, what is the quickest way to get some relief? If PASCO procedures were mandated by the FAA for this area, then there's no cost involved, on an individual basis.

Fred: And second part of my question, if that doesn't do it, what is needed?

Mike: Mandating transponders!

Stew: Before NSA had xponders in all it's ships, it was SOP above 8K to check in with RNO, and they would alert their traffic to your presence.

Peter: I agree with Darryl that the effectiveness of the procedures is limited by the human element. Not necessarily a rational response. If we took PASCO procedures now and made them required, you're still relying on radio procedures for separation. Can't see a way to significantly improve safety without both radio & xponder requirement.

Bumper: FAA has long had a policy of not discriminating against one type of aircraft, how could they exclude classic powered aircraft w/o an electrical system.?

Peter: Gliders can go a lot of places that classic aircraft can't.

Darryl / Bumper / Cindy back and forth about xponders & TPAS, enhancing or not.

Fred: Time for PASCO to be proactive. We can draft a letter to go to all operators, enclosing PASCO procedures; reminding them that we have these and that

they work to help improve safety, and that we recommend that you brief it to your employees and customers.

Darryl: Be careful in writing that letter, should be more of a reminder about existing procedures rather than some new mandatory change that they might react negatively to.

Dave Bingham: I agree with you Darryl. I think there's only one thing we should do, and that's have transponders. My perception is that 50% of pilots are cowboys. You have to mandate something to improve safety, and that's a transponder. I'd like to propose that there's mandatory xponder usage in some radius around RNO.

Darryl: I support Fred sending a letter out, as that's something we can do tomorrow. I'm still trying to get my head around the letter that was sent to the FAA, while we're doing the other things as well.

Dave: Education is good and important, but minor in comparison to having xponders.

Action items for the short term - Peter chair

Peter: Fred's inputs for short term things we can do are good. Don't provide a systemic improvement, but helps limit the human issues. Promotion and educational efforts will be very important. Sounds like we have a pretty unanimous desire for a xponder requirement for a special-use airspace area ASAP.

Jim: TRACON probably doesn't have the authority to go as far as we're talking about here.

Joel: In regards to Cindy's question about reaching out to ATPs. I listened to the Audio of the recent NMAC. In his conversation with RNO, the jet pilot was astonished to find someone at that altitude without a transponder. We need to make sure that airline pilots flying into RNO know about the glider activity here. How can we educate them?

Mike: If we just use the radio and talk to TRACON; that will let them know that we are here.

Cindy: There's an intermediate step: Chose to reeducate local audience. Say something like: "We have a procedure that can help. Bring a handheld to speak to ATC when you can't reach the front radio. Prudent pilot would learn all about this, imprudent pilot could receive warnings from FSDO..."

Peter: That's part of it, but peer pressure is NOT systemic.

Darryl: Still will have a percentage of pilots who are going to do what they are going to do.

Steve: Going the mandatory transponder route will take at least a year to get something in place. So, in the meantime, have the FSDO get meaner with NMACS.

Bumper: What John Hannon did was not illegal. The see & avoid is on the overtaking aircraft. Having the FSDO come down on something that is not a rule is problematic.

Steve: 91.13 careless & reckless. We have a procedure that you didn't follow that resulted in an NMAC, write him up. (In violation of a letter agreement with PASCO.)

Rolf: This approach is tenuous. We do NOT have a letter of agreement. TRACON has encouraged it, but it's not an actual letter of agreement.

Phil: I have to go now. So, if PASCO says to the FAA that we can't police ourselves and want an enforced solution, please keep us in the loop as this could have national consequences.

Mike Moore: You can brief the procedure till the cows come home, but you can't expect everyone to comply.

Cindy: Do pilots who fly in eastern region 11 know that there's a busy airport in Reno. Prudent pilots should know that there's a radio frequency they can listen to, to know that they're playing volleyball on the freeway.

Jim Herd: It's 9:30, how do we make xponders mandatory around RNO?

Peter: Rolf's proposal is probably the best approach.

Jim: How do we work the political angle to do this within the FAA. Presumably the TRACON can't approve this directly.

Rolf: Perhaps Steve can help with this: Do we initiate it with TRACON or go to FAA directly?

Cindy: I agree with using xponders in this place, but I worry about national implications. Is this truly the belief of all PASCO members? You should make sure that your membership is in agreement.

Peter: The only real way we can move forward is to come up with a proposal. Then send it out for comment to PASCO members, and hopefully all active glider pilots in Region 11.

Jim: Need to get membership on board. Require big effort of education. You (to Peter) as president should direct Rolf to make initial enquiries with TRACON, not to make a specific proposal but to proceed along both tracks. Think there's a possibility of revolt in either direction we choose.

Peter: Have no objections to having Rolf talk to TRACON & FAA in a general sense.

Summarize and Next steps - Peter chair

Action Items:

Peter—will summarize key points of discussion and send them out to group. Need to have everyone come up with short-term improvements in education approaches – Peter will ste near term action plans in motion and publish to this meeting group and the PASCP membership at large.

Rolf plus core team of people to talk with RNO TRACON about how to move forward.

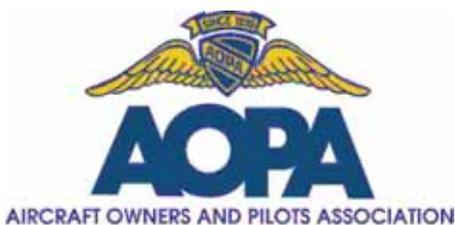
Cindy: Anyone want to write letters to airlines education departments for airlines that fly into RNO?

Peter: Good idea - We'll need to have another discussion like this once we've distilled the information here. Need to make sure all inputs and considerations are listed.

Cindy: Rolf, If your TRACON RNO FSDO will support charting an alert area, that may be something that would help in the next chart cycle. I can assist you with this. It helps the other side (ATP) see you, and is not a national issue.

Meeting ended: 9:50pm

The following is a reprint of a letter from the AOPA to Airport Support Network Volunteers regarding the recent, disturbing TSA Security Directive. ~ed



April 22, 2009

Dear ASN volunteer,

AOPA has been following the controversial issue known as "TSA Security Directive 1542-08F" very closely since it was first announced in December 2008. Like you, we have been extremely frustrated with the information "void" surrounding this change and have been in regular contact with the TSA to try and have the situation remedied. In our most recent meeting, we pressed the TSA to delay implementation of the security directive at Category II, III, and IV airports where general aviation makes up the majority of the activities. Additionally, we urged the TSA to conduct an outreach by Federal Security Directors (FSDs) to provide airports with ideas and alternative measures that will minimize the impact on the general aviation community.

Security Directive 1542-08F was issued by the Airports section of the Transportation Security Administration, Transportation Sector Network Management, Commercial Aviation Division. AOPA immediately objected that no one from the general aviation community was consulted prior to its release. Had we been consulted, we might have been able to mitigate many of the problems that airports, pilots and aircraft owners are experiencing today.

TSA Security Directives (SDs) can be issued without going through the Notice of Proposed Rulemaking (NPRM) process, as we are seeing with this badging requirement. The distribution of the SD is tightly controlled, (because AOPA is not a "regulated party" we have been denied access to the full document) and the TSA's reluctance to provide additional guidance has resulted in a veil of secrecy that has surrounded this SD. This lack of information has led to the rumor mill running rampant and increased the level of frustration for all involved.

To avoid spreading incorrect information among our pilot communities, here are the facts we can share about this SD, which have been verified to the best of our ability:

. • Because this SD has been classified "Security Sensitive" it cannot be freely distributed. If you come across the document online, AOPA is advising members that they should not open, download or distribute it because it could lead to a criminal investigation.

. • The TSA does **not** consider ASN volunteers "need to know" individuals per 49 CFR 1542.303(f)(1-2).

. • The SD requirements only apply to airports with commercial airline service.

. • Pilots will not need a badge issued by every airport they visit.

. • Escort procedures for transient pilots are in place, and have been for quite some time. This SD should not change those existing escort procedures according to the airport's security plan.

. • While AOPA will continue to seek alternatives and solutions, the June 1, 2009 compliance date remains in effect and we encourage you to contact your airport to take the necessary steps to ensure you will have access.

. • It should not hinder your trip into Oshkosh for AirVenture or any other airport with commercial service that you visit.

. • The TSA has indicated that they will soon release a new version of the SD, which will be known as 1542-08G. SD-08G will provide some clarifications for the airport administration, but will not include any increase or decrease in scope requirements.

AOPA and other industry organizations are dealing with this SD on numerous fronts, and we understand and value the importance of making sure your Congressional representatives fully understand how this SD will impact general aviation.

We encourage you and your fellow pilots to contact your local representatives and explain how Security Directive 1542-08F will affect you and your airport. Because of the recent initiatives by the TSA, there are some members of Congress that combine this issue with the Large Aircraft Security Program (LASP). In your contact, please mention 1542-08F specifically so that members of Congress understand this is a separate (and equally as important) issue.

Areas of concern that you may want to bring to their attention include:

- . • All general aviation pilots are covered by similar security measures as commercial pilots including vetting. The requirement for an additional check as spelled out in the SD seems redundant.
- . • The TSA has laid out, in regulation, definitions of sensitive portions of the airport including Security Identification Display Area (SIDA), Secured Area, and Air Operations Area (AOA). Each area has differing requirements based on its sensitivity. This SD does not seem to take this into account.
- . • Previously, the TSA and FAA have recognized the principle of time and distance when applying security measures at remote sections of the airport. This SD appears to ignore this option.
- . • This SD also appears to ignore the differences that exist between airports, which may impose unnecessary requirements on many of the smaller airports in the country.
- . • Ask your elected official to urge the TSA to suspend implementation of the badging requirement at Category II, III, and IV airports until workable alternatives can be developed.

AOPA staff members have been involved in many meetings with the TSA, DHS and other associations who are just as concerned as we are. We also continue to work on Capitol Hill to educate Congress and their staff about SD 1542-8F. AOPA is working with the TSA to develop alternative proposals and procedures that will minimize the impact on general aviation, and will be looking into long-term solutions as well (similar to those that AOPA members have suggested/discussed). Rest assured, we are doing all we can to bring our concerns and impact to the highest level of the TSA and DHS. If you have any questions, do not hesitate to contact the Pilot Information Center at 1-800-USA-AOPA or via email at pilotassist@aopa.org. Our Aviation Technical Specialists are fully briefed on this issue and would be happy to assist you.

Sincerely,



Craig Spence Vice President, Regulatory Affairs Aircraft Owners and Pilots Association

Stories AOPA has published on this issue:

- http://www.aopa.org/whatsnew/region/2009/090416montana.html?WT.mc_id=090417epilot&WT.mc_sect=gan
- <http://www.aopa.org/advocacy/articles/2009/090317tsaliaison.html>
- <http://www.aopa.org/advocacy/articles/2009/090312tsaliais>

In an effort to assist the Glider Community in promoting a safer environment for Soaring in the Reno area, Donald Brooks, Tower Chief at Reno TRACON, had the Glider Pilot Briefing that was initially distributed in 2007 published as a Letter To Airmen to show the FAA's endorsement of this procedure. An excerpt of this LTA is included here. ~ed

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
RENO ATCT/TRACON
1900 National Guard Way
Reno, Nevada 89502

ISSUED: March 30, 2009

EFFECTIVE: March 31, 2009

RENO TOWER/APPROACH LETTER TO AIRMAN NO. 09-3

SUBJECT: Recommended Glider Pilot Radio and Transponder Usage

CANCELLATION: March 30, 2010

Gliders are exempt from CFR 14 part 91.215 which requires aircraft to be equipped with an operable transponder. Without a transponder, Reno TRACON controllers can not determine altitude nor can Traffic Alert and Collision Avoidance Systems (TCAS) generate a Resolution Advisory (RA).

On August 28, 2006, a glider took off from the Minden-Tahoe airport. The glider pilot chose not to communicate with Reno approach and his transponder was in-active. While in a thermal, at 16,000 MSL the glider collided with a business jet.

Whereas the radio and transponder use are optional, glider pilots are encouraged to take the recommended procedures in that they are essential to safety.

RECOMMENDED GLIDER PILOTS ACTIONS

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 San Francisco sectional chart (see Attachment 2) – these may be used by Reno Approach when communicating with powered aircraft traffic.
3. **Monitor the** appropriate Reno Approach frequency (see Attachments 3 and 4) 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. **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 (see Attachment 1). 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

1. **High Density Traffic Airspace:** High and low speed air traffic (airliners and private aircraft) arriving and departing Reno-Tahoe International Airport (RNO) will generally fly along the approach and

departure routes depicted on the attached chart (Attachment 3). Please refer to the airspace along these routes and 10 miles on either side of these routes at the altitudes shown in attached chart as “Reno 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.

2. It is **IMPORTANT TO NOTE** that on clear days, traffic heading to RNO may be cleared for a visual approach once they have the airport in sight. The pilots of these aircraft may not necessarily be following these routes indicated on the graphic(s).
3. **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 PASCO as a standard code to identify gliders. This same code should be used by tow planes any time they are trailing a tow rope behind them – with or without a glider attached to it!
4. **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.

NOTE 1

Reno Approach requests that glider pilots use **ONLY** airports that are shown on the San Francisco 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.

NOTE 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.

5. **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 may not 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

1. **It is 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, Minden-Tahoe and Reno-Tahoe International Airport have begun to make traffic advisory calls when descending over the Pine Nuts and the Dogskins. We consider this a positive action on their part and encourage them to continue.
2. **If you hear** a call from any traffic on descent into or takeoff/climb-out from the Carson City, Minden-Tahoe or Reno-Tahoe International Airports 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.

DESCRIPTION OF RENO ARRIVAL AND DEPARTURE ROUTES

1. **Wind Direction:** 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.

2. **Departures:** Departing jet traffic will usually climb into Class A airspace within 20 miles of the airport (Carson City to the south and Air Sailing to the north). Lower performance aircraft traffic may remain in Class E airspace in these areas. You should expect this traffic and be in radio contact with Reno Approach if you are in the same airspace.

3. **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, west or north 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. You should expect this traffic and be in radio contact with Reno Approach if you are in the same airspace.

4. **North:** On a northerly departure, traffic will climb to 10,000' immediately east of Stead and then continue climbing to flight levels as they begin heading west, northwest, north, northeast, east, southeast, south or southwest toward their destination. You should expect this traffic and be in radio contact with Reno Approach if you are in the same airspace.

5. **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.

6. **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 should expect this traffic and be in radio contact with Reno Approach if you are in the same airspace.

7. **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. You should expect this traffic and be in radio contact with Reno Approach if you are in the same airspace.

8. **Northeast Runway 16 Arrivals:** There are a significant number of arrivals on the ANAHO Arrival (flying over Anaho Island on Pyramid Lake from the northeast) that intercept the 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 Mountain. You should expect this traffic and be in radio contact with Reno Approach if you are in the same airspace.

9. **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. You should expect this traffic and be in radio contact with Reno Approach if you are in the same airspace.

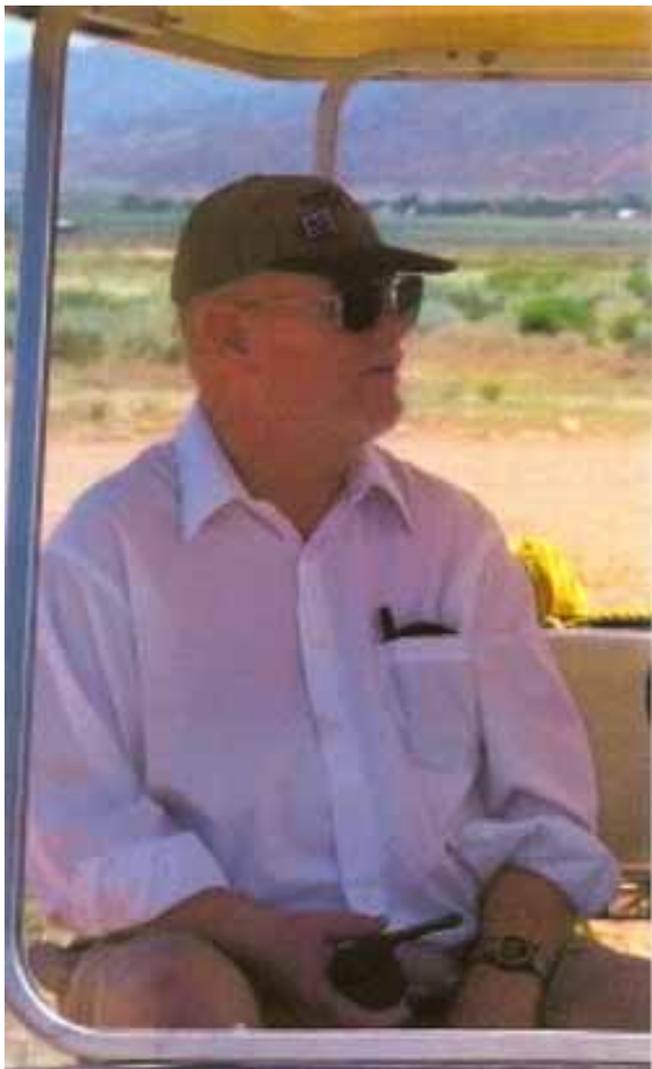
ORIGINAL SIGNED BY

Donald Brooks Acting Air Traffic Manager Reno ATCT/TRACON

Full content of this letter along with graphics can be found at FAA.GOV. The Glider Pilot Briefing is available in its entirety on the PASCO web site. ~ed

New Horizons

Charlie Spratt



Charles Augustus Spratt, Jr.
February 25, 1943 - April 10, 2009

Charlie Spratt's long battle with kidney failure and its aftermath has ended. A second transplant, upon which he'd placed much hope during the past five years, had failed. He left the hospital on April 3rd, preferring to spend his final days at home, with friends and family close by. He died peacefully on April 10th.

Charlie's career in soaring began more than 40 years ago, when he showed up at the Chester SC airport to take a ride in a 2-22. He was soon attending contests, where he saw a need for his services at the start gate. His skill at that job made him a contest fixture, and in time he graduated to the role of Competition Director, at which he excelled.

Along the way, his instinctive understanding of human nature and ability to command the respect and friendship of nearly everyone he met made him perhaps the best-known face in US soaring, familiar to just about every active soaring person in the country (and many around the world). He served as an SSA Director for more than 10 years. He was elected to the Soaring Hall of Fame in 1993.

A remembrance and celebration of Charlie's life is being planned for Saturday 9 May 2009, during the practice period of the 15-Meter National Championship Contest in Cordele, GA.

Bill Bartell

From Roy Cundiff

I am terribly sad to report that Bill Bartell has been lost while body-surfing in Baja California. Bill was apparently swept away by the rip tide on Saturday the 7th (of February) and after two days searching he has not been found.



Bill Bartell at the 1999 WSC in Germany (4th place finish)

He and Carol had been re-united last year, enjoying their new home in Las Cruces. They were visiting their beachfront home in Todos Santos.

We all will miss Bill.

From Peter Deanne

For anyone who knew and flew with Bill on the contest scene, this comes as a terrible shock - Bill was one of those *indestructible* guys, lived life to the full, always testing himself and egging on others to do the same. He had been out of racing for a while but I always looked forward to the day when he would get back into racing and we'd get to enjoy his infectious enthusiasm again. He was a great pilot, and a ton of fun to fly with.

Sumner Davis



From Dollie Frauens --- This is a sad day - Sumner was a kind, gentle, supremely intelligent man, I remember him and his 2 dogs entertaining my (then) young daughters at Crazy Creek, and flying with him at PASCO league weekends in the mid 90's.(is it already so long ago?) He was a past president of PASCO if memory serves, and was instrumental in securing the Conte Hall (Physics building) at Berkeley (for the PASCO cross country seminars) where he was Professor Emeritus in the Physics Department.

Sumner passed away on December 31st, 2008. He and his wife Robin Free recently returned to El Cerrito from Carlsbad, CA.

We'll miss Sumner immensely - a great loss to us all.

Professor of Physics, UC Berkeley, since 1960, Emeritus since 1993.
Ph.D. from University of California at Berkeley, 1952.
Instructor and Research staff member, Massachusetts Institute of Technology, 1952-1959.
NATO Senior Fellow in Science;
Visiting Astronomer, National Solar Observatory, Kitt Peak;
Distinguished Teaching Award, University of California, Berkeley;
Berkeley Citation for service to students.
Research: Atomic, Molecular and Optical Physics



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For additional information contact our membership director:
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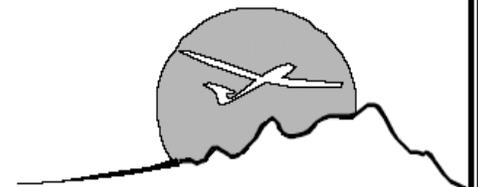
Membership requirements are private pilot certificate for power or glider, check out with an approved instructor, and initiation fee of \$300. Pilots using gliders for cross-country must meet certain minimum requirements.

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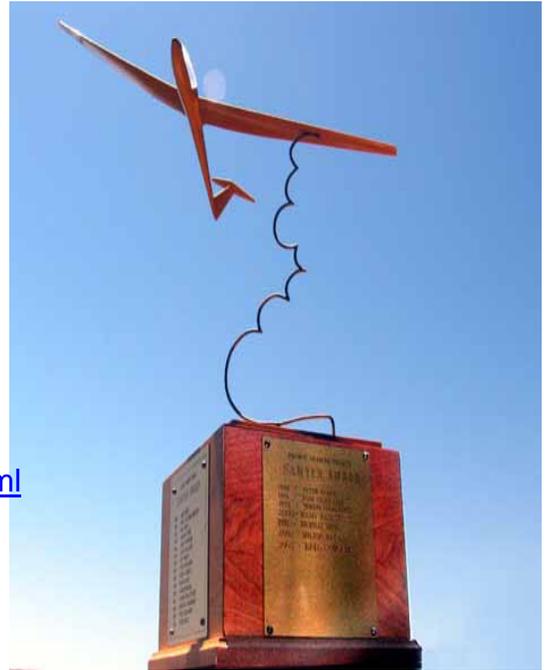
Contact Ramy Yanetz with questions

ryanetz@yahoo.com

Details at: www.pacificsoaring.org/awards/sawyer.html

OLC: www.onlinecontest.org

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



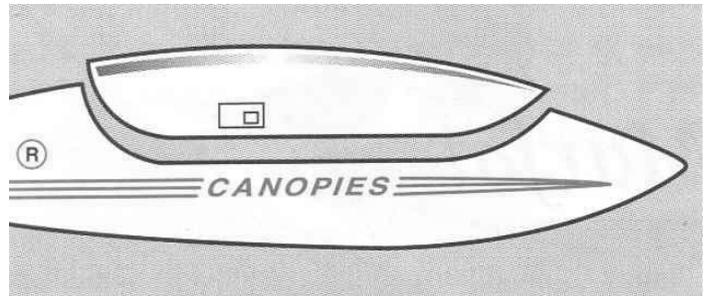
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* Daily rate includes unlimited use of glider, O₂, Barograph, Parachute & 1st tow up to 3000 ft tow.

2009 Calendar of Events PASCO

2009 Date	2009 Upcoming Events	Location	Contact
May 30*	VSA Race Series Races 6 * see Williams web site for dates of Races 7 thru 15	Williams Soaring 530-476-5600	Noelle Mayes Noelle@williamssoaring.com or call 530-473-5600
Jun 8-12	15th Annual Air Sailing Thermal Camp View Poster (pdf) View Video	Air Sailing, NV www.airsailing.org	Rob "Stoney" Stone 775-240-9461 RStone118@charter.net
Jun 14-19	23rd Annual Cross Country Camp View Poster (pdf) View Video	Air Sailing, NV www.airsailing.org	Dave Prather 530-672-6993 DWPrather68@yahoo.com
Jun 15-20	Region 11 Regionals - classes TBD Practice Days 6/14/09 Info: www.williamssoaring.com/nationals/	Montague, CA	Noelle Mayes Noelle@williamssoaring.com or call 530-473-5600
Jun 16-26	Open & Standard Class Nationals Practice Days 6/14-6/15/09 Info: www.williamssoaring.com/nationals/	Montague, CA	Noelle Mayes Noelle@williamssoaring.com or call 530-473-5600
Jun 24-28	NSA Bishop Encampment	Nevada Soaring Assoc See their new website nevadasoaring.com	Bob Spielman 775-345-0410 thudpilot1@msn.com
Jul 3-7	First U.S. Libelle Gathering Follow discussion at: libellesailplanes@yahoogroups.com	Air Sailing, NV www.airsailing.org	Neita Montague Neitalibelle@aol.com
Jul	TAGAR! (Truckee Airport Gliding Air Race!) - Spectator-friendly race on closed aerial circuits	Soar Truckee Truckee, CA	Sergio Colacevich (C2) sergiocola@sbcglobal.net
Jul 20-25	Air Sailing Sport Contest	Air Sailing, NV www.airsailing.org	Rob "Stoney" Stone 775-240-9461 RStone118@charter.net
Aug 9-10	Air Sailing Gerlach Dash	Air Sailing, NV www.airsailing.org	Bob Spielman 775-345-0410 thudpilot1@msn.com
Sept	TAGAR! (Truckee Airport Gliding Air Race!) Spectator-friendly race on closed aerial circuits	Soar Truckee Truckee, CA	Sergio Colacevich (C2) sergiocola@sbcglobal.net
Sept 12	Air Sailing Awards Banquet and Silent Auction	Air Sailing, NV www.airsailing.org	Ty White tylerwhite@earthlink.net 510-504-2217
Sep 16-20	The Reno Air Races Not a Soaring Event, but impacts us all	View Website	FYI
Oct 10	Williams Soaring Oktoberfest (also last day of VSA Race Series) Great fun! Come visit, eat, & Drink	Williams Soaring 530-476-5600	www.williamssoaring.com Noelle Mayes noelle@williamssoaring.com
TBD Nov	PASCO Annual Seminars and Awards Banquet Seminars 9-5, Awards Dinner 7-10	TBD	Bruce Roberts PASCO Vice President



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*For more information contact;
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*Articles and photos are graciously accepted.
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*High resolution digital photos & RTF
(Rich Text Files) text files are preferred,
Thank you!
Peter Deane,
WestWind Editor*



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