

The West Wind

May/June 2010



Preflight

There had to be a reason that Alby the albatross originated here: where else does the albatross soar but offshore in the Pacific Region? So, while Alby is heading East I decided to head West and check out the soaring scene in Hawaii. My report is in the center-fold. Meanwhile, back on the Mainland, Spring has arrived and people are soaring everywhere. We hear from the folks at Truckee and there is more information on the Woman's Soaring Seminar coming up at Air Sailing in Nevada. Although the WSPA is an international group it was started locally. Show your support by sending them \$100 (or \$5) for some raffle tickets. The Wave Camp at SoaringNV was a huge success and Hollister Gliding Club is looking good. Here's breaking news: New glider software for weight and balance developed and marketed by the folks at Glideplan for the ridiculously low introductory price of \$20. Show your support for a local operation and improve flight safety by picking up a copy.

Remember to visit us on the web at pacificsoaring.org for in-depth information regarding PASCO operations, schedules of soaring events throughout the region and helpful information about soaring everywhere.

- Jim Wallis, Editor (comm@pacificsoaring.org)

Heard Around the Airport

Psst: Wanna buy a glider operation? Soar Minden is for sale. Call Tony Sabino at 800-345-7627. With the economy starting to get back onto its feet this could be a great time to get into the business.

This just in from Quest Richlife at Hollister: Hollister Gliding Club will hold its first Gliderpalooza of 2010 at the Panoche Valley Airstrip on Saturday, 5/29 and Sunday 5/30. Come and take a tow for some great local soaring, or go cross-country right into awesome central CA soaring conditions. Call HCG at 831-632-6235 for more details on this fun and exciting Spring Soaring event!! Everyone is welcome!

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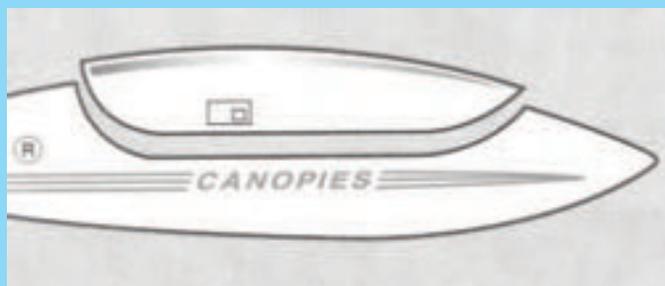
The Women Soaring Pilots Association is offering this beautiful quilt for raffle at \$5.00 a ticket. Monies will go to scholarships (see those offered on our www.womansoaring.org website) for student pilots and training for advanced ratings. Email Frauke Elber at fandw_elber@cox.net for tickets. Drawing will be held at the Women Soaring Seminar in July.

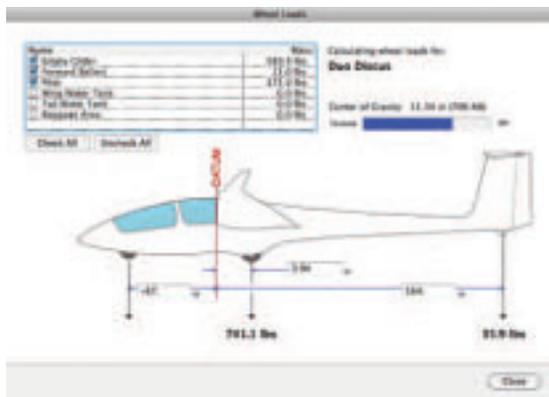


A Note from Air Sailing

Howdy: Last week some of us had flights of over 4 hours. Yesterday we had six tows and today (Saturday the 24th of April) we had nine tows. Oh yes, that doesn't count a motorglider launch. Could it be that the soaring season is starting? Above is a picture of Roger Harris, Coot, as he rolls out after landing his Ventus b on runway 35 at Air Sailing.

Blackhawk (Lee)





New software for weight and balance

We've all done a weight and balance before. The math is simple, right? But try to calculate how much nose weight will give you a 70% aft center of gravity, and things get messy quickly.

That's why Glideplan Inc. has released a new program for glider pilots called SeeG. At its most basic level, SeeG enables pilots to construct a weight and balance model of their glider from weighings, and moment information found in the glider manual. Many people build Excel spreadsheets for this purpose today.

A few simple tools built into SeeG can make this process much simpler. For example, the Moment Calculator can extract the actual mass and moment arm of any item in the glider by entering the wheel weights with and without the item. And units of measure can be changed from English to metric, or pounds to gallons with one click. This can be very convenient if the glider manual is metric, but your scale is in pounds, your ruler is in inches, and your bucket is in gallons.

But that's just the beginning. SeeG also provides a suite of tools to help pilots explore and optimize aircraft balance for increased safety and performance. The solver can be used to slide the Center of Gravity to say, 75% aft, and solve for the proper nose ballast

Software - Page 6



Wave Camp Participants Celebrate

Participants in the 2010 Minden Wave Camp are shown celebrating some great flying. Mike Graves (center) flew to diamond altitude (5,000 meters above tow release) twice during the course of the camp, earning an altitude diamond, a single Lenny pin, and very cold feet. Several days later he flew the fastest closed course of the day in the world-wide OLC rankings, also in wave. Guy Blood (left) flew a gold altitude (certified to Canada) in the course of several wave flights, and Gabe Bourbeau (right) joined us for the week as part of the SoaringNV staff. Gabe lives in Missouri but is relocating to Minden so he can be on staff full-time.

The 2010 Minden Wave Camp was sponsored by SoaringNV, their second such effort in the two years they have been in operation. SoaringNV will also be sponsoring two cross-country camps this summer (June 21-26 and July 26-31) for pilots who would like mentoring in cross-country techniques.

This year's wave camp included presentations on various aspects of safe wave flying by Gordon Boettger, Rick Walters, Kempton Izuno, Mike Moore, Fred LaSor, Dr. Morgan McCarroll, Pete Alexander, and several controllers from the FAA Tracon in Reno. Pilots interested in more information about any of the camps being offered in Minden can visit www.soaringnv.com.

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Soaring in Paradise



I visited Dillingham Field (HDH) in early March. Although I hadn't called ahead (my vacation plans had been shuffled by the tsunami and I was lucky just to get to the airport), Steve Lowry of Acroflight International greeted me warmly. After I explained my situation, we agreed that we would do some work on a self-launch endorsement. 20 minutes later we were in the air for a familiarization of the area and aircraft, a Samba XXL.

Dillingham was a B-29 base in the Second World War and it is still a gigantic airport. Something like 9,000 feet. Today, most of the flight operations are glider or parachuting. Dillingham is a bit unusual in that it has a unicom tower operating. The field is parallel with the beach which is immediately across a road to the West. In the other direction, there is a drop dead gorgeous ridge immediately adjacent to the field. A 1000 foot tow is usually all you need to get up and going. Although I had previously learned the location was soarable about 340 days per year, the wind was howling on this particular day so the field was almost empty.



We climbed to about 1300' under power and followed the shoreline along the North shore of the island turning slightly inland once we came to the Windward shore where we followed the main ridge of the island towards the Southeast. After a while, we shut the engine down and worked the ridge a little before turning Northeast towards the ocean where we spent a little time working a couple of smaller, lateral ridges and doing a little sight seeing.

Since Hawaii is geographically compact the islands each have operating unicom frequencies for flight communications in designated sectors. This is particularly useful since gliders share airspace with helicopter and fixed-wing ride operators and more than a few military aircraft. Once you know the program, getting around is fairly straightforward. Even operations within the Honolulu area are accepted with appropriate procedures.

At this point, we restarted the engine and returned to Dillingham, with Steve pointing out a couple of alternate landing areas along the way - mostly small agricultural fields and a couple of abandoned airstrips.

The entry to Dillingham from the shore is fairly standard however gliders land on the displaced threshold to provide separation from powered traffic. Gliders entering the pattern from the local ridge make a cross-wind leg over the numbers on the down wind end of the runway and join the down wind leg at that point.

After taking an hour break for another student, we relaunched and worked the local ridge for a while before practicing shooting landings and a variety of engine out protocols. The Samba is a fun little ship and I'm already trying to figure out when I can get back over there.

Acroflight International operates a Fox for acrobatic

training as well as a Grob 109 and a Samba XXL for motor glider work. They also have a 2-32 and a Lark. Check them out at www.acroflightinternational.com or call 808-221-4480.

There are two other glider operations at Dillingham: **Soar Hawaii** (Soarhawaii.com, 808-637-3147) and **Honolulu Soaring** (Honolulusoaring.com, 808-637-0207). Soar Hawaii has a Grob 103, a couple of 2-32's and a 2-33. These are used for rides but also may be rented and instruction is available. Same thing with Honolulu Soaring which has a 2-33, a 2-32 and an ASK-21.

Over on Maui at the Hana airport Hans Pieters and Bill Stevens operate **Skyview Soaring** using a pair of motorgliders. It looks like they are primarily a ride operation at this point.

Maybe the best thing about Soaring in Hawaii is that it is also paradise for the crew! I've already mentioned the beach across the street. Dillingham is only about an hour from Honolulu. Or, if you prefer the slower pace of the North Shore, you can opt to stay locally. Aloha!

PASCO Hats and T-shirts

I'll tell you the truth: I wore my PASCO hat when I visited Hawaii soaring operations and they let me fly for only full price. How cool is that? Get yours now. Contact Joel Klein at joel@klein-graphics.com.

Photos, title: working the ridge looking Southeast, Kaneohe Bay is in the distance. Bottom, left to right: approach end of Dillingham and local ridge; Samba; soaring near the Polynesian Cultural Center; the crew hitting the beach.



Software - From Page 3

automatically. Or it might be used to slide the wing water mass up and down, and solve for the tail water mass needed to maintain a constant CG. At any point, if a value goes outside the user designated range, a warning is displayed.

Graphing is easy and automatic as well. To create a graph of pilot weight VS CG for use in a shared club ship, simply select the desired moments from a pull-down menu. Or better yet, graph Pilot weight VS Nose Ballast, so it's easy to maintain the desired CG for any pilot. SeeG can print these graphs, as well as full page reports that show all the moments and parameters for the glider. SeeG can handle an unlimited number of Gliders and moments, so keeping separate variations for longer wing tips, flying with water ballast, etc. can be done in the same file.

The Wheel Load calculator can be used to verify that the SeeG model matches the actual glider weighings. Just select the moments to be included, and the program displays the weight readings that should appear on the scale. Dual seat gliders with nose wheels are easily managed throughout the program as well. And if all that is needed is a quick CG calculation from a simple "As Flown" weighing, there is a tool for that too.

The program is available for Macintosh or Windows, and can be purchased online at www.glideplan.com. Pricing is \$39, but is on sale through May 30th for the introductory price of \$20. Contact Matt Herron at support@glideplan.com for more information.



34th WSPA Women Soaring Seminar

*from Neita Montague, President
Women Soaring Pilots Association*

Women Soaring Seminars have been held since 1979, the first organized by the SSA at Tehachapi, California. This year the Women Soaring Pilots Association will return to its birthplace where the WSPA was conceived in one of the dusty trailers at Air Sailing Gliderport in Reno, Nevada in 1985 during the 7th seminar. The very first WSPA-sponsored seminar was held the following year in Tucson, Arizona.

Air Sailing has also hosted the seminars in 1995 and 2005. Other Woman Soaring Seminars have been held in many places across the country from Hemet-Ryan, CA to Elmira, NY. This past year our first European Seminar was held in Lesce, Bled, Slovenia where 48 participants



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Although the formal start to this year's seminar begins on Sunday evening, July 19th at 5:00, we have designated the event to begin on the weekend with special outings on Saturday morning and Sunday afternoon to help visitors acclimatize to our high density altitude and sunshine. Saturday will include a trip to Virginia City and Sunday we'll visit the Native American Museum and swim in Pyramid Lake. We want our pilots to be ready for our extraordinary thermals on Monday! Typical altitudes are 12,000' to 17,999' and when the wave window is open you can fly higher!

Everyone will have a field checkout and a flight with a CFI-G. Plenty of dual flights will be available during the week. We have a variety of single-seaters for solo flights. We will begin each day with short morning lectures to get your out early to fly! Whether you fly single-seat or dual, lead and follow cross country will be available and dry lake landout days are planned. Badge and Record flights are encouraged. The seminar is a perfect way to polish your skills, to mentor and to be mentored - both from fellow participants and from the unique soaring opportunities of the Great Basin.

Shared trailers will be available for rent to 20 participants on a first registration received basis and others will stay in Reno's famous casinos. Other information about the seminar can be found on the WSPA website www.womensoaring.org or e-mail neitalibelle@aol.com with questions.

Membership in the WSPA, at \$15 a year, is open to both women and men and is required to attend the seminar. You can either pay a higher registration fee which includes membership or better yet, you can send in your membership now to Annie Moore, 421 4th Street, Marietta, OH 45750 as membership will give you immediate access to our internet forum as well as our newsletter, "Hangar Soaring" so that you can be receiving early information about the seminar. Membership is also required for women who wish to apply for the WSPA Scholarships listed on the website. A special seminar scholarship this year has been offered by Air Sailing Gliderport's Billy Goat Hays Scholarship Fund to one participant. Application is through neitalibelle@aol.com. We look forward to flying with you!

Soar Truckee Opens for Season

*from Richard Pearl, President, Soar Truckee, Inc.
www.soartruckee.com*

The 2010 Soar Truckee flying season is here and, if you're like us, you also can't wait to get up the hill. Last year was certainly a challenge, but we persevered. This year, with no scheduled runway closures, our physical "plant" in top shape, all our ships back on the line, and a top-notch team, we're ready for action.

Doug Lent is returning as General Manager, with Mike Johnson our Chief Pilot. STI is pleased to announce that Jan Driessen has re-joined our group as Chief Flight Instructor. With 9,000+ glider flight hours, incomparable local soaring knowledge, and a constantly up-beat personality, it's a definite "Welcome Home." Jan will lead a team of five CFG's ready to give you seasonal "tune-up," orientation to mountain flying course, private license, commercial or CFI add-on certificate, or BFR. There will be generally two CFI's on the line during weekdays, and at least three CFI's available on the weekends.

If you were at STI last year, you saw our new Pilot Lounge - Trailer. The single bedroom is available for nightly rental, and augments the renovated "bunkhouse." Free Wi-Fi is available in the Flight Ops - dining area, and it actually reaches a surprising distance into the trailer area. The bad news about the three-week runway closure was (somewhat) offset by the good news that the chopped-up old runway was used to provide our main roads and glider movement areas with macadam. This new surface will help hold down dust and blowing debris. It should be nicely settled in this year.

We're sure that everyone will be pleased that we are reducing our glider tie-down rates, from \$100/month to \$70/month (and less if you're a STI stockholder, see below). We are also maintaining last year's aero tow rates, and modifying retrieval rates to be more consistent. Camping trailer sites are still available, so e-mail the STI web site and Doug Lent will get back to you.

We're updating our web site - and always welcome photographs and articles. Make sure you've got the STI Yahoo Group activated on your computer to keep up to date on the more immediate goings-on. Scheduled events include the hosted Fourth of July party, Truckee BASH (this year by NCSA), Pancake breakfast, Labor Day party, and of course, Sergio's TAGARs races.

Glider and camping trailers can be brought up beginning May 21st. We will be offering aero tows the weekend of May 22 - 23, and full seven day a week operations commence May 28th. If you're not a stockholder, please consider becoming one. Not only does it help ensure the continued success of STI as one of the country's premier soaring sites, but there are glider and camping fee reductions as a "dividend." Soar Truckee is financially healthy, we own all of our aircraft outright, and stock purchases (minimum 20 shares at \$100 per share) go for capital assets only. See Doug Lent or myself for details. See you in the Air!

The West Wind
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The West Wind magazine is interested in articles and/or photographs that are of general interest and related to almost anything to do with soaring. Please submit material to the editor via electronic mail at:
Comm@PacificSoaring.org.

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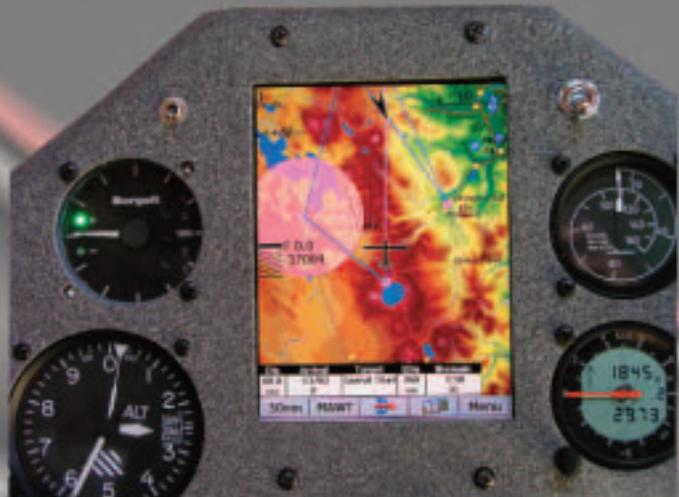
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