



“WING NUTZ”

JUNE, 2007

“We’re Serious About Having Fun”

PRESIDENT’S RAMBLINGS

By Bryan Forsyth

Let’s talk flying first...

I had a wonderful 2 hour flight today with a gentleman that is considering joining our club. Jim Lockhart contacted Doug Lent some weeks back and was interested in getting back into soaring. Jim you see flew with the Sacramento Soaring Club out of Lincoln where the club started with a TG-3 and then later acquired a Blanik L-13. Their tow plane was a Ryan PT-23 (open cockpit, 5 cylinder Kenner). Cool. Anyway Jim flew with that club thru the sixties where they often flew out of Truckee in the Summer using a 180HP Supercub which he flew as a tow pilot.

Due to a busy weekend getting a couple of new members checked out (more on that later) Doug asked me if I’d like to take Jim out flying. You bet!

Jim and I met at Soar Truckee around 1 pm and went thru the basic procedures as we retrieved our chute’s and preflighted 7S. The lift had been reported as decent but a bit choppy down low due to a steady 15 from the SW. The moisture that had caused Truckee to go nuclear the last couple days had moved on to the east and the leading edge of a weak warm front brought some high clouds so I figured we would at least get in a short soaring flight. We launched at 1:30 and the sink was pretty bad most of the way around the first turn and back across the airport, we circled with the tow plane and eventually got to 7500 as we neared the hot rocks. My plan was to take a full 2000 foot tow (still trying to live down the nick name of scooter from a couple seasons back) but just as we passed 7,600 I glanced up to see the tow plane

headed for the barn. No kidding, he was almost 90 degrees into the turn and descending rapidly. No harm, I released and called off tow... yikes.

We had just spent at least 3 seconds with 10 knots on the variometer, but as soon as we released it was just down, down, down. We spent the next few minutes scratching and eventually made it out. We climbed to around 10 K and headed for Martis and Daydreams, worked a thermal there with Bruce (14B) and Yuliy (LB), didn’t quite make Rose then found a solid 7 knot thermal and climbed to 12.5. We flew around the valley and then headed back in.

Jim got to fly quite a bit both on tow and in thermals and did a great job. From the smile on his face when we finished I think there’s a good chance that he’ll be back.

New Membership –

As I mentioned above, Doug has been busy checking out some new members. I’d like to welcome Robert Jones, Jess Baker and Ray Poquette to Silverado. Today both Robert Jones and Jess Baker finished their Silverado and Truckee site checkouts and are ready to go. Hopefully Ray will be up soon as well. Welcome!

This is a great start for the season, at beginning of June and we have 3 new members with as many as 4-5 more in the works that I’m aware of. We haven’t even deployed some of our new marketing ideas from the last board meeting. Everyone involved should give themselves a hand – and keep the recruits coming!

Glider Status –

All three gliders are now in Truckee,

(Continued - Over)



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EQUIPMENT BASING MAY 1

7S - Truckee
CC & Trailer - Truckee
1PS & Trailer - Truckee
World HQ 1 & 2 - ??

Ship Captains:

1PS - Ray Sanford
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CC - Rob Lober
(775) 831-7908
7S - Volunteer??

STUFF FOR WINGNUTZ

I’m always looking for articles, pictures, artwork, cartoons, for sale or wanted items, etc. for WingNutz. Don’t be bashful! Send to:
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assembled and flying. I'd like to extend a huge thanks to Ray Sanford for towing 1PS to Truckee and getting it assembled, and then towing the Grob trailer back to Williams, getting 7S disassembled and in the box and towing it back to Truckee!

On Friday afternoon Rob Lober, Tom Grossman and Mike Johnson assembled 7S and got it on the line. Be sure to buy these guys a beer when you see them. Thanks fellows!

Ray Sanford has agreed to take on the ship captain role for 1PS at least for its summer basing at Truckee, Rob Lober will continue to look after CC, but we still need a ship captain to take care of 7S for the summer. If you are mechanically inclined and plan to be in the Truckee flying regularly this summer even better live in Truckee, Reno or the foothills then we need your help.

New Rules and Ops Manual

Marc will be including a copy of the latest rule changes from our Spring board meeting in their final state and we will be posting the latest version of the operations manual on the yahoo group site very soon.

Hope to see you in Truckee soon!

Fly Safe!

Bryan

"Change is in the Wind"

By Doug Lent

Some of you have been asking about scheduling some CFG time at Truckee this summer. There are two Silverado flight instructors at Truckee, Doug Lent and Mike Johnson. Mike works for Soar Truckee on Tuesday, Friday & Saturday (starting in June, in May he's working Sat & Sun). I'm a fill-in pilot for Soar Truckee, so I don't have a regular weekly schedule up the hill. I intend to be up there most, but not all, weekends this season. Some of that time will be spent on the STI staff, and other time will be spent flying Silverado gliders or TAZ, my co-owned PIK20D glider. Mike is not always available for Silverado dual on his work-days.... depends on the Soar Truckee schedule. On his non-Soar Truckee days, Mike is often busy giving airplane dual and/or checkrides.

Most, if not all, of the Soar Truckee staff CFGs can give instruction in Silverado gliders, but, again, they may not be available due to Soar Truckee needs. Book as far in advance as you can in you'd like to fly with Mike, me or any Soar Truckee instructor.

What does this all mean to Silverado members? Well, we could use another instructor or two in the club. Having an additional CFG or two in the club would greatly increase your options for getting some refresher training and/or flight reviews in a timely manner. Some of you are already commercial glider pilots. Why not take the next step and get your CFG rating?

Doug

QUALITY

By Steve Merlan

This isn't soaring, but here's a thought that came to me yesterday afternoon as a B24 flew past my house:

The Collings Foundation B17 and B24 are touring the Bay Area again; for the last few days they've been giving rides out of Moffett. (See their website; www.collingsfoundation.org/menu.htm. They'll be around for awhile yet.)

The Flying Fort and the Liberator fly past my house in the evening; there's nothing like the sound of four big radials grumbling by. It got me to thinking about quality.

Here are two warbirds, built as fast as possible over 60 years ago, still flying, safe enough to give rides to the general public. Certainly they've been maintained by people who put the kind of care into their work that can't be bought, but those people are continuing the tradition that was already over 30 years old when the planes were built.

That kind of quality, and thinking about quality, and not accepting anything less, is one of the best things about aviation. One of the reasons I fly is to spend time with people who truly know what they're doing, and will gladly take the time to teach you, and aren't going to become billionaire anytime soon from this activity.

Keep your fingers crossed for me; sometime in the next few weeks I'm supposed to take my helicopter checkride. It's been a long time, interrupted by a lay-off, a job hunt and various family things, but I think I'm in sight of the finish line. Then I can do more soaring.

Steve