



# "WING NUTZ"

JULY, 2007

"We're Serious About Having Fun"

## PRESIDENT'S RAMBLINGS

By Bryan Forsyth

**W**ell the flying has been great so far.... More wind than a typical season but that has produced more wave(let) days. Ray Sanford and Mike Mayo had a great circumnavigation of the lake in wave a couple weeks back, climbing to near 18k and having to run very fast to stay clear of Class A. They turned east at the South end of the lake and crossed into the Minden wave where they made their way back North and still had enough altitude to let down on a leisurely decent out around Loyalton (to be easy on the gelcoat as I understand it). Richard Graham came and flew for 3 days and stayed in the newly christened "Hotel Silverado". I'm still looking forward to Richard's flight report and bummed that I didn't get to fly one of the days this year.

### Aircraft Status –

All three gliders are in Truckee and flying regularly. The last 2 of our six 'chutes are on their way to Truckee tomorrow as I head home. We have had some issue with the oxygen in 7S. its spent a couple seasons as a low land glider so this wasn't an issue but now needs to be dealt with. As some of you know 7S is equipped with panel mounted regulators with small quick/coupling connectors for the more traditional flow oxygen system and not with the Mountain-Hi computerized systems that were purchased for CC and 1PS. When 7S arrived in Truckee there was only a single connector and flow meter in the airplane so we are in the process of obtaining a second rig. Bill Ludlow and I discovered that the line to the front regulator was disconnected and that the nut that locks flared fitting on the back of the regulator was missing. This is very strange since the nut has to go on the line prior to the flare being crimped on. Strange. We will get this fixed in the next week or so.

New members will want to be sure to recognize the differences between CC and 7S as there are a few. 7S has a TE probe, but does not

have the 4 static ports on its waist. The oxygen systems are difference so be prepared if you are planning a big flight. The spoilers on 7S behave differently that CC, they seem to be much more sensitive and have a tendency toward open. I'd suggest opening them in the air before you're in the pattern to make yourself aware of the difference in feeling. No big deal, but no one like surprises.

We still need a Summer Plane captain for 7S. Right now some of us are sharing the load, but it would be great to get a regular member to take this on and provide a consistent point of contact for issues and maintenance.

### Truckee BASH –

There was some confusion about the dates for the Truckee bash but the Soar Truckee website has been updated. The correct date is July 21<sup>st</sup>. NCSA is hosting this year so come and enjoy! It's Free!

### Soaring Conditions –

If you have not yet joined the Soar Truckee Yahoo group I would encourage you to do so. Dan Dunkel is the admin and if you identify yourself as a Silverado member he may let you in (just kidding – you'll get in) Beside the great posting from many of the prolific pilots that fly out of Truckee we are blessed with almost daily weather forecasts from Doug Armstrong. Retired from the Weather Service for some time, Doug is well connected with many of the folks out of Minden and continues to provide detailed weather forecast for the Sierra tailored for the soaring pilot. It's like having your own personal weather briefer.

Get signed up – Doug says that over the next few days you may need your "Sergio Surge Protector" for thermal lift above 18kts!

Fly Safe.

Bryan

(Continued - Over)



### SILVERADO SOARING, INC.

President  
Bryan Forsyth  
[forsyth.bryan@gmail.com](mailto:forsyth.bryan@gmail.com)

Vice President  
Steve Merlan  
[stevemerlan@yahoo.com](mailto:stevemerlan@yahoo.com)

Secretary  
Richard Graham  
[rhrm@comcast.net](mailto:rhrm@comcast.net)

Treasurer  
Don Brown  
[Don.E.Brown@comcast.net](mailto:Don.E.Brown@comcast.net)

Membership,  
Paul Wapensky  
[spilot@sbcglobal.net](mailto:spilot@sbcglobal.net)

C.F.I.G.  
Doug Lent  
[dllent@sbcglobal.net](mailto:dllent@sbcglobal.net)

Editor  
Marc Mott  
[m.mott@comcast.net](mailto:m.mott@comcast.net)

### EQUIPMENT BASING JULY 1

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

Ship Captains:  
1PS - Ray Sanford  
(530) 218-4575  
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:  
[m.mott@comcast.net](mailto:m.mott@comcast.net)  
Marc Mott  
503 Marylyn Circle  
Petaluma, CA 94954

## "Change is in the Wind"

By Doug Lent

Here's a good question to ask yourself while flying. I'll paraphrase it, because I don't remember the exact quote. I also don't remember the source, but it wasn't me.

"Is what I'm doing *right now* conducive to the safe conclusion of the flight?" If the answer is "yes" then keep on keeping on. If the answer is "no", the next question should be, "what do I have to change/do to have a safe conclusion to the flight?"

Seems simple doesn't it? Have you ever noticed that most accidents don't just suddenly develop all at once? They're generally a series, or "chain", of small mistakes/failures that result in one very large problem, often called a "crash". Break the chain and the problem is at least partially mitigated and is sometimes completely solved.

So..... are you asking the right questions? Hope so.

On another note, the soaring season is in full swing. Now would be a good time to once again (I know, you already did it months ago) review the Silverado Manual. It amuses me to get phone calls and/or email messages from club members asking questions that are thoroughly spelled out in the manual. Don't be afraid to contact me, as I'm always happy to chat about flying, but many of your questions can be answered in the manual.

Silverado has several new members. Please take the time to introduce yourselves and offer assistance whenever and wherever possible. The new members will greatly appreciate your friendly help.

Doug



## Steve Reports

By Steve Merlan

Fellow Soaring Pilots.....

After various reschedulings caused by travel plans that couldn't be made to mesh I finally took my helicopter checkride and am now officially authorized to fly backward. I'm so proud.

Marc asked for some pictures for Wing Nutz. There was a helicopter show at SQL weekend before last, and here's what I got - not sailplanes, but at least aircraft behaving oddly. The two smokers are a show team from Salinas made up of an R22 and an R44 that dance in all directions and do an aerial do-si-do every so often.

The other shot is the RedBull aerobatic Eurocopter doing a split s. The rotors are rigid, some kind of titanium alloy, so they can be put through things that would pull ordinary hinged rotors right off the hub.

Let me throw in a sales pitch for the Leica D-Lux. 10 megapixels, mechanical and electronic zoom, shake suppression, multi-format, built in flash, fits in your shirt pocket. \$600 or so, but worth it.

And now back to soaring.....

Steve

