



“WING NUTZ”

AUGUST, 2007

“We’re Serious About Having Fun”

PRESIDENT’S RAMBLINGS

By Bryan Forsyth

As you may remember I closed my July Rambings with a note encouraging you to sign up for the Soar Truckee yahoo group so you would get the daily weather briefings from Doug Armstrong. He had pointing out that the next few days (over the July 4th holiday) would be so good that you’d need your Sergio Surge protector due to 14 K lift. Boy he wasn’t kidding. Since the 4th fell on a Wednesday I decided to take Thursday and Friday off so I could stay home in Truckee and fly TAZ. I had planned an FAI triangle (for a diamond) on July 4th (Truckee, Patterson, Airsailing and return) but about 300 ft on the upwind the Cambridge provided the disappointing message “GPS Failure” I was upset at first but decided to enjoy the flight and flew over 3 hours doing a couple laps to AirSailing and back.

The next day armed with my Garmin Bluetooth GPS (not FAI certified) I set off to the south with OU and 1CH. I left my first thermal over Martis Peak at 16.5 and flew direct to Heavenly in calm air over the lake arriving at Freel around 12.5 I circled for a few turns and moved on the Hawkins Peak where there was a large cu formed and climbed back to 16.5 Headed south toward Patterson under streets I flew the PIK fast and only made one turn before reaching Patterson at 14. I almost followed Hans in one of the Pegasi out east of Mono toward Boundary where it looked good, but decided after a few minutes that the blue hole was just too much and headed toward Tioga. As I was nearing Tioga I could hear TG and L8 (Ramy and Yulie) nearing Whitney and starting to cross over the Cerro Gordo. I decide that I’d just head back north. I made my way back northeast to avoid some verga that was forming along the more direct route and exchanged hello’s with YD around 3:15 as I headed north from Mt Patterson he was leaving Seigel headed south at 17,200. I ended up with final glide from near Siegel and arrived

back over Martis Peak with enough altitude to give the visitors to the Outlook a little thrill.

Amazing day. I only had 4 thermals for over 190 nm and flew the PIK at an average of over 80 MPH. Dean however wasn’t so lucky. As many of you have heard he ended up low over Bridgeport and when making his final approach encountered severe sink and landed short in a small field where he did a good imitation of a lawn dart after flying under some power lines. *He was lucky.*

Summer Board Meeting

The board met for our summer session the morning of Saturday, July 28th. The minutes from our session will be published in next month’s issue of Wingnutz and likely before then to the Yahoo group site. I’ve already used too much real estate to go into details, but I will share that our financial picture is very encouraging compared to the Springtime. We have added 8 new members and there seems to be more on the way. I’d like to extend a warm welcome to all new members and encourage to you reach out to me, the members of the board or any other club member with your questions and thoughts.

Fly Safe,

Bryan

“Change is in the Wind”

By Doug Lent

There has been some discussion lately about traffic patterns at various airports and how they affect us glider guiders. Knowing the appropriate patterns at a given airport is your responsibility, and traffic patterns aren’t simply FAA suggestions, they are published rules.

(Continued - Over)



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EQUIPMENT BASING AUGUST 1

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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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FAR 91.126, Operation on or in the vicinity of an airport in Class G airspace, states that all turns will be to the left "unless the airport displays approved light signals or visual markings indicating that turns should be made to the right...". The most common "visual markings" are the segmented circle surrounding a wind direction indicator such as a wind sock or other visible device. We don't usually rely on light signals since we rarely fly at night. Note that Class C airspace by definition is non-towered.

Note that at some airports, Truckee being one of them, glider patterns are opposite from powered traffic. One reason for this is that gliders are often slower than approaching power traffic, and flying opposite patterns keeps the two types of aircraft separated. Another reason is that flying opposite patterns just plain keeps powered planes out of what could be described as the "typical glider flying areas". It doesn't always work that way, as many times power pilots arrive at Truckee apparently not knowing (or maybe even not caring) about correct traffic patterns.

As Bob Korvas so aptly put it: "Follow the published procedures unless prudence or ATC requires otherwise. p.s. Prudence ultimately prevails"

Our goal is the safe conclusion of the flight, and deviations from published procedures are allowed in there are compelling reasons to do so. If, however, you deviate from normal procedures and a problem arises, be prepared to explain to the FAA why you felt it was necessary to deviate.

Back to Truckee for a moment..... yes, gliders and airplanes can and do converge from opposite directions on base legs to any of the runways. Please, please keep your eyes and ears open during the entire approach to landing. Clearly announce your positions (where you really are now, know where you're going to be "soon"), and keep your eyes open. Remember, you haven't safely completed the flight until your aircraft is safely tied down.

Thanks.

Doug

VEEP Reports

By Steve Merlan

Ship Captains, the Veep and Glider Maintenance

Silverado ship captains are important people in our club, and should be thought of frequently and treated with respect. They change with basing and seasons, but for this summer at TRK they are:

1PS - Ray Sanford

7S - Bryan Forsyth (our Prez !)

CC - Rob Lober

I'm the Veep and general coordinator; maintenance issues come to me as the club memory and switchboard. If you notice a maintenance or general issue with a club ship - a tire that seems to have a slow leak, rats in the upholstery, whatever is a concern or a safety issue - please notify the

appropriate ship captain at once and email me a copy (at stevemerlan@yahoo.com) for our records. Don't rely on notes in the onboard book, although everything should be noted there as well (and *read* the recent entries before you fly yourself). Eternal vigilance is the price of air time.

On a related note - the ventilator tabs in the sliding canopy windows are always a concern, what with the UV levels they experience here in California. (They're made in Switzerland, and must have an easier time there - though altitude is altitude; it makes you wonder). We had one break off in the rear seat of CC this weekend, and managed to cement it back on.

They should probably be opened and closed by using your thumb and finger to rotate the central part that carries the mounting pin, not by pushing on the tab itself. I've been thinking of putting some small No Push stickers on the tabs and Rotate Here on the central body. I'm not sure that would make sense to anyone who didn't already know what was going on. If you have any suggestions please send them to me, and be sure to brief all passengers carefully about how to deal with canopies. Careful with the tabs, no lifting by the sliding window section, no buttons on the crowns of hats, etc. All these plexiglass parts are breakable and expensive, so good treatment saves us a lot of trouble, money and downtime.

A Note to Friends of Dean Aldinger - That Means Everyone.

Some may have not heard yet, but Dean had flipover on a landout a few weeks back. He was bruised but not badly hurt, and the glider's now at Williams where the insurance people are ciphering over it.

I saw Dean up at TRK this weekend; the bruises are healing and he tells me he's sleeping on both sides now. But he's probably not going to be PIC again this season.

So if you see him at TRK and have a spare seat - invite him along. Or get in touch with him if you're going, or leave word with Samantha. He wants to fly, and there aren't many who can touch him when it comes to knowing the Sierras as a soaring location. You'll learn a lot and be glad you had such an authority with you.

Steve

