



"WING NUTZ" SEPTEMBER, 2007

"We're Serious About Having Fun"

PRESIDENT'S RAMBLINGS

By Bryan Forsyth

Sitting by the Truckee River watching my kids swim this afternoon I spotted a bunch of gliders circling pretty low on the hot rocks and realized it was the Fall TAGAR's (Sergio's twice annual fun glider race). I also realized that August was over and I'd only flown a glider once during the whole month. Where does the time go? I did fly quite a bit, between towing for NCSA twice and a 3 day flying camping trip with my son Liam to the Northwest Antiquers flying at McMinnville, but not nearly enough.

I hope you all got to go soaring more than I did!

You'll be receiving a copy of the minutes from our Summer Board meeting thanks to Richard Graham and will also be able to get a soft copy on the Yahoo website. Richard sent out a note with info on their location.

We are still finalizing the placement of our third glider for the winter season, but we know for sure that 1PS will be based at Williams and CC will be in Minden.

I am working on a survey that the board and I will review and get out to you before the end of September that will touch on a couple of topics, with glider basing being key. We will use your feedback to help finalize the basing model for this season and next.

Silverado Soaring will be changing scheduling tools following the 07 summer season. Local Hangar has served us well as a first venture into online scheduling, however it has a number of issues and after a review of some other solution have chosen a product called FlightSchedule Pro. Ray Sanford and I will be creating all the user accounts and migrating reservations then running some tests with you all to assure that you can access and use the tool. We will be integrating this into the SilveradoSoaring.org site that Larry Roberts has done such a wonderful job creating and maintaining for us.

We still have a month and half left of our summer season so get out there and fly! Hope to see you in Truckee.

Bryan

"CHANGE IS IN THE WIND"

By Doug Lent

Getting Involved

Acouple of weeks ago, Ray took me along for a three hour flight in the DG 505. It was big fun! We explored the flight envelope of the glider (safely, of course) and managed to get it down in one piece. Remember... "gear down, picture verified".

It was late in the soaring day when we landed, but we weren't finished yet. Ray extended the "privilege" of finishing up the flying day with the requisite duties. We washed the glider... not just the bugs, the whole glider. We made sure the glider was properly tied down, the wing covers in place and all ballast tanks emptied. Oxygen turned off and checked for pressure (1000PSI or less & you need to get it filled for the next guy), time logged in the glider Silverado book, all personal gear removed and the parachutes properly stowed in WHQ along with the oxygen "boxes".

Did I miss anything? Oh yea, pay the bill for the tow & off we go. Another great day in a Silverado glider!

So..... you too can get involved at this level. If you do anything less, you're not getting the job done. Each of us needs to be responsible for seeing that ALL duties associated with being a member are carried out according to club protocols.

Did I miss anything? Oh yea, have a great time!

Doug

PS.... please call the appropriate flying venue if you cancel at the last minute. There may be another club pilot who would fly if he knew that the glider wasn't going to be used as scheduled. Local Hangar cancellations often don't get seen if the waitlist pilot is already at the flying site and doesn't have a computer available.



SILVERADO SOARING, INC.

President

Bryan Forsyth
forsyth.bryan@gmail.com

Vice President

Steve Merlan
stevemerlan@yahoo.com

Secretary

Richard Graham
rhgrm@comcast.net

Treasurer

Don Brown
Don.E.Brown@comcast.net

Membership,

Paul Wapensky
spliot@sbcglobal.net

C.F.I.G.

Doug Lent
dlent@sbcglobal.net

Editor

Marc Mott
m.mott@comcast.net

EQUIPMENT BASING SEPT 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 - Bryan Forsyth

530-671-4800

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

Marc Mott

503 Marylyn Circle
Petaluma, CA 94954

(Continued - Over)

GLIDERS IN CALIFORNIA - 120+ YEARS AGO

By Steve Merlan

Last week marked the 149th anniversary of the birth of John J. Montgomery, a Californian who started flying gliders in 1883-1884 and was, some say, the first person to build and fly a controllable heavier-than-aircraft. He understood the principle of cambered wings, he understood that an aircraft could be controlled by changing the shape of the trailing surfaces, and he continued his work well into the age of powered flight. He died in a crash in 1911 -according to one version, he lost control through some sort of illness or vertigo.

Here are some links to sites about JJ Montgomery -note that although he started flying on family property near Ojai he transferred his activities to Santa Clara and nearby areas, becoming the spiritual ancestor of all us Norcal soaring types.

<http://www.flyingmachines.org/mont.html>

<http://www.earlyaviators.com/emontgom.html>

There's a replica of a Montgomery glider at the Hiller Museum at SQL.

Just to be fair, it should be noted that George Cayley was flying heavier than aircraft in England in the 1850s (see http://en.wikipedia.org/wiki/George_Cayley). One of his pilots was his coachman, who supposedly quit, saying he'd been hired to drive, not to fly.

Two things come to mind when looking at these pictures - first, sportswear was not very advanced in those days. And second - nobody had to worry about transponders.

Steve

TRAFFIC AVOIDANCE

By Ray Sanford

With all the talk about the best transponder or PCAS you can buy and how much money it will cost. Reading the numerous posts on the subject and even listening to the Reno approach controller that came to talk with the Soar Truckee group. I thought it might be interesting to share some avoidance thoughts with you.

A few weeks ago after making a few reservations of 1PS on the Local Hangar site I received an interesting email from Silverado member Bill Ludlow. He talked about seeing that I had reserved 1PS and then he basically invited himself to fly with me. Bill and I have known each other since we were both working on our glider add on rating at Williams so I didn't mind at all that he asked to fly with me.

On the next weekend Bill and I loaded our stuff in the glider, checked it over as well as the blip maps and off we went for a hopefully great cross country flight. It took us 1.3 hours before we reached a comfortable altitude over Mt. Rose and then we headed out for a very smooth glide over Washoe Lake, the Carson City airport and on into the hills beyond. Sure enough we started feeling some bumps and then a thermal that we gained around 500 ft. in. Then pushing farther into the hills we connected with another thermal that gave us enough altitude to reach the crest of the Pine Nuts. There was a very nice cloud street on the east side of the Pine Nuts that we took to Mt. Siegel. It was time to climb high

enough to make the jump off of the Pine Nuts and head for Mt. Patterson.

We moved a little east of Mt. Siegel and found a good thermal and on maybe the second turn in the thermal something caught my eye south of our position. Perhaps the reflective tape on Ramy's wings or maybe just another glider but I mentioned it to Bill so we could both keep our eyes on it. Sure enough the next time around the thermal there it was again but it was there for sure this time and it looked like landing lights. The next turn around the thermal there was no mistake, yap, landing lights and coming straight at us and at our altitude! It was time to get out of there so we flew away at a 90 degree angle from the approaching planes flight path. I've looked at my IGC trace and figured out that we flew about 20 seconds before the Southwest 737 crossed behind us. As he was about to cross behind us I thought it would be fun to make a 180 degree turn so we could get a good view, and we certainly did, way too good! We both admitted that was the closest we had ever been to a commercial jet and that we both had elevated heart beats.

We pushed on to Mt. Patterson where the cloud street ended but decided we had enough altitude to make the Bridgeport airport, our turn point and then head back. It was a very enjoyable flight even though I made the wrong decision trying to get back to Truckee. On the way back we again climbed in a thermal around Mt. Siegel to a point just a few hundred feet under what my WinPilot said we needed to get back to Truckee. I decided to go up the Pine Nuts rather than a direct path to Truckee. We got washed down from the descending west wind off the Sierras and landed at Carson City along with three other gliders from Truckee. Two Soar Truckee tow planes were already on the ground waiting and the other glider pilots were nice enough to let me stay on the runway and take off first. I don't think we were on the ground more than three or four minutes. You've got to love the great service we get spoiled with from the Soar Truckee staff! The tow back to Truckee was the hardest tow I've ever had and will have to wait for an article of its own!

So, even if you fly with the latest wiz bang electronics what is the very basic traffic avoidance we have? We didn't have a transponder or PCAS and Reno Approach certainly didn't vector the Southwest 737 around us. It was because we were looking for traffic.

Remember that if you see another aircraft about your same altitude and it doesn't seem to be moving left or right that's probably because it's either coming straight at you or going straight away from you. There's another alert that an instructor told me about that happened to me. If you see another airplane at your altitude and at a forty five degree angle from you while flying in a straight line and it doesn't look like it's moving at all, you're on a collision course. One time I was flying back from Oregon in a Cessna Cardinal and while over Clear Lake I looked out to see another plane just like I just described. It was so unusual to see another plane in the sky that looked like it wasn't moving at all! All I had time to do was pull the wheel back to climb a couple of hundred feet while I watched a Cessna 182 fly right under me, and never changing So, I'm sure you've heard the phrase, move your head around like it was on a swivel looking for traffic. Don't forget it! And speaking of eyes, when was the last time you had your eyes

examined? As glider pilots we don't have to pass a medical so don't forget to check those eyes!

Hope you've had a great summer of soaring,

Ray



**MINUTES OF SILVERADO BOARD MEETING
JULY 28, 2007, TRUCKEE CA.**

*Minutes prepared by Richard Graham,
Club Secretary*

Attendees:

President: Bryan Forsyth
Board Members: Don Peters, Steve Merlan, Richard Graham,
Club CFGI: Doug Lent
Past President: Raymond Sanford

Minutes from the Board meeting on April 28, 2007 were reviewed and approved.

Financial Review

Our financial situation has improved in the last quarter. The possibility of having to sell one of our Grobs was discussed in April and the Board decided to see how recruitment went. We have recruited 8 new members which is more

than normal. So we are not facing the immediate prospect of selling a Grob but our financial reserves are still very low. The board recognized that having two Grobs at Truckee has been very good for members.

Winter Basing of Fleet

As decided at our last meeting, CC will be at Minden and 1PS will be at Williams. The placement of 7S is unclear and it could spend the winter in the box. The club is trying to make it possible to winter 7S at Byron. The problem is access to a tow plane and Don Peters is pursuing our options. Bryan will also be talking to NCSA. It was decided that the board will poll members to determine who would like to fly at Byron.

Web Content

The new website has been very well received. Bryan has found a scheduling program that could be added to our website although it might require some lay-out changes. Bryan plans to introduce it after the Truckee season. It was suggested that we review the Avenal website for ideas.

<http://www.soaravenal.com/>

Recruitment

The Board discussed the possible reasons for the increase in members. The list includes our new website designed by Larry Roberts, the allure of the DG-505, recruitment done by members at the airports, and the sense that more people are taking up soaring.

The Board decided at the last meeting to allow primary training in our gliders. This is a work in progress. Issues to be resolved include our relationship with Soar Truckee and the difficulty of having a club instructor available on a consistent basis for new students.

The plan to distribute cards at airports in northern California is still on the list of things to do. We don't want to announce the availability of primary training until we are sure that we can do it. Steve Merlan will be working on getting our information in free "community events and things to do" listings in Bay Area newspapers.

Ship Captains

7S is currently without a captain although Bryan is acting as ship captain pro tem for 7S. Rob Lober and Bryan Forsyth are CC captains and Raymond Sanford (summer) and Richard Graham (winter) take care of 1PS. Bryan will be developing a "job description" for ship captains. The procedure for reporting damage or other issues with the gliders was discussed. Any problem should be noted in the log book but the ship captain needs to be notified immediately and Steve Merlan copied. There will be further announcements on this subject.

Instruction Issues

Doug Lent led a discussion about how communications between the Board and general membership as well as among different members can be enhanced. Part of the discussion involved tracking members' flying habits to better determine when pilots need attention. The club will track hours logged. The Board would like to establish a mentor system to pair older members with new members. It would be nice to have flights together. Sometimes new members have thousands of hours but they still might have questions about how the club works and how they can fit in. Instructors other than Doug Lent will be given an evaluation form to be forwarded to Doug so he can stay on top of developments. To improve the information members are getting, the minutes of the Board meeting will be posted as a file on our Yahoo site.

Cross-country flight

There was a discussion of cross-country rules and how the club can help interested members learn XC. There were no rule changes made. We discussed lowering the required hours necessary for XC approvable if a member attended a cross country camp. Calling each member to determine the XC interest was discussed as well as organizing a Silverado XC "camp"

FLY SAFE