



“WING NUTZ”

OCTOBER, 2007

“We’re Serious About Having Fun”

“Who Will Help?”

By Doug Lent

I need to get a couple of things off my chest. I recently saw a note in one of our Grobs that stated.... “glider is filthy”. Here’s what I didn’t see. I didn’t see the author of that note take any steps to rectify the situation. I guess the “other guy” didn’t do his job, and so everything comes to a standstill. Silverado is a club comprised of members who also have an equity share of the club equipment. We’re all in this together, so shouldn’t we all help maintain the gliders and other equipment? If you are a member who wants to just show up and fly without any other responsibilities, then maybe this club isn’t for you.

As to scheduling..... please, pretty please.... if you decide not to fly for any reason, take your name off the local hangar schedule and call the FBO where the glider is based. All of us occasionally have circumstances that prevent us from flying (bummer), but no-shows are rude and affect your fellow club members.

Now for some brighter news. I’m going to manage Soar Truckee next season, and I’ll do my best to see that club members get the services they need including instruction and flight reviews. Cross country instruction may still be a challenge unless and until we have another CFG or two in the club. We will, however, get you on the schedule for local instruction, area checks and currency rides.

Please send your constructive suggestions as to what you would like to see in improvements/changes at Soar Truckee. All suggestions will be considered.

Thanks,

Doug

Free Glider Project

By Ed Grens

I would like to offer a **Phoebus A-1** sailplane requiring refinish of the wings and horizontal tail to be airworthy, to any interested Silverado member for \$1. I cannot bear to scrap her. She is no dog-she has two diamonds (not by me).

The Phoebus is in its home-made trailer in a storage facility, where it has been for over ten years. I keep paying storage charges because I cannot bring myself to scrap her. The trailer would probably require new tires (and a DMV waiver) to be moved. I have all the relevant manuals and documentation. 4K was one of the first Phoebus in the US, and was imported (1967) by the pilot who wrote the flight evaluation article for Soaring.

Her performance, and flight characteristics, are very much like those of **CE** (for those who used to fly CE), with somewhat more elevator sensitivity because of the all-flying tail. But the canopy is removable, not hinged. I modified the cockpit for a large pilot (me) by making a new instrument panel with larger knee cutouts. She has basic instruments plus com radio, a sensitive variometer, and a demand oxygen system.

Ed Grens

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Williams Soaring Center

OCTOBERFEST

Saturday, October 13th.

Contact WSC if you plan to attend.



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EQUIPMENT BASING OCT 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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Marc Mott

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