



"WING NUTZ" FEBRUARY, 2008

"We're Serious About Having Fun"

PRESIDENT'S RAMBLINGS

By Bryan Forsyth

HOPE TO SEE YOU AT THE ANNUAL MEETING!

Bryan

ANNUAL MEETING INFO

By Doug Lent

HERE'S THE SCOOP!

Silverado members, prospective members (drag one along), spouses, significant others (please don't bring your wife AND your girlfriend) and guests.

The meeting will start at 3:00pm on Saturday February 2nd. Dinner will follow at about 5:30 or 6:00 depending on how many fistfights we have during the meeting. Dinner will be buffet style and will include: green salad with choice of dressings, beef, chicken and salmon. Please let me know if these choices won't work for you, and we'll come up with something special just for you. Vegetarian fare will also be available. Dessert is included.

Wine will be provided by Silverado, and beer is provided by Sacramento Brewing Co. If you'd like cocktails or foo foo drinks, you're on your own... the Oasis has a full bar. Price for the dinner is \$35.00 per person including tax, tip and use of the meeting/ banquet room.

Since this is a buffet we don't need your menu choices ahead of time, BUT I'd like to know how many of you to expect for attendance at the meeting and how many of you will be having dinner. So..... please be kind enough to email me with your intentions one way or the other.

Your responses will be appreciated.

Note: this is YOUR chance to get involved in decisions that will affect the direction of YOUR club. Please plan to attend. It's a great way to meet fellow Silverado members and make your voice heard. **Directions for the Annual Meeting**

The Oasis is located just off Sunrise Blvd. between Madison Ave. & Greenback Lane in

Citrus Heights near Sunrise mall. It's near the NW corner of Madison & Sunrise behind the Subway Sandwich shop.

Coming from the Bay Area: take hiway 50 as though going to South Lake Tahoe. Exit North on Sunrise Blvd. & continue to Madison Ave. Turn Left. Take the first Right, Village Way, and there you are.

From the Truckee Area: take hiway 80 & exit on Madison Ave (to the East). Go all the way to Sunrise Blvd. & make "U" turn. Take the first Right onto Village Way & there you are.

Address is: 7811 Madison Ave, Citrus Heights 95610. Phone the Oasis at 916-966-6274 for additional directions or call Doug at 916-203-4038.

What Happens When The Wind Stops?

By Larry Roberts

As glider pilots, I am pretty sure that we have all been asked "What happens when the wind stops?" I know that I usually laugh a little and then explain a little about soaring. Of course, I didn't laugh on Monday December 31, 2007.

Wind shear: sometimes referred to as windshear or wind gradient, is a difference in wind speed and direction over a relatively short distance in the atmosphere. Wind shear can be broken down into vertical and horizontal components, with horizontal wind shear seen across weather fronts and near the coast, and vertical shear typically near the surface.



New Years Eve day, I went to Williams Soaring to enjoy an end of year flight. The wind was out of the north and blowing pretty strong on the ground and in the air. Kenny was giving lessons and as I set up, I watched the ASK21 make a landing to the north in about 20 to 25 knot winds. They were doing nice landings in about 100 feet, and taking off in less than that. Luke took off and broke ground in about 10 feet.

(Continued - Over)



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EQUIPMENT BASING FEB. 1

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CC - Minden
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WorldHQ1&2-WinterStorage-Vent

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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: m.mott@comcast.net
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Rex did the weight and balance I had requested, then I pushed my glider out of the hanger and hooked up right there. With the strong wind we did not need much room to get into the air. I was able to find a shear line that slowed my decent – with some zero sink – so I was able to fly just over 30 minutes on a 4K tow. Winds aloft were about 28-30 knots out of the north. I was happy with the extended sled ride, made my approach, and had a 45 degree crab on base and had a good landing into a strong, but smooth wind.

I decided to make another flight – I was hooked up and made an effortless take off near the hanger again. This time released at 3K and found the shear line again, getting 25 minutes on that tow. Winds were still about 28 knots at altitude. When it was time to land, I made the same approach, the fast downwind due to the strong tailwind, the base leg 45 degree crab, flying about 65 knots with a 24 knot wind, and turned final for a landing.

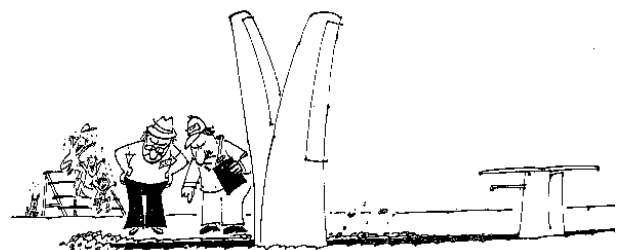
As I passed the telephone poles, I noticed that the wind sock was hanging and continued my approach. All of a sudden, the ground was coming up fast and I had little control – I was way too slow! I didn't think fast enough and BAM! I hit very hard, with lots of noise. I rolled to the hanger, jumped out, and looked back at the white line following my glider. **"What happens when the wind stops?"** This is what happens. I was all of a sudden stalled and falling out of the sky.

The glider was still in one piece – what was that noise? What caused the white line? I immediately noticed that I had blown the tail wheel tire, and that allowed the tail to scrap on the runway. A quick check of the glider showed no other damage. I may have also scraped the nose, but it already had scrapes from an off field landing 8 months ago, so I could not see any difference.

As I was pushing my glider back (I needed my tail dolly), my mind was racing – why didn't I think to speed up? I know that was what I should have done and had done in the past. It really makes me think. Where was my head? The wind sock hanging should have caused alarms to go off. I have hundreds of landings and many in strong wind shear. The problem is that for this landing, I am pretty sure I remember a quick thought that "Oh, the wind is weaker, I should slow up". **WRONG.** Those seconds of indecision were enough to hit the ground hard. Keeping the speed I had or being even faster would have given me the forward speed required to keep flying when "the wind stopped". I should have closed the spoilers and pushed the stick forward. We are all taught that.

Do you read accident reports? I do. I hate them, but always want to learn from them. Many of them are written by (or about) pilots with a lot more time than I have now that made a simple split second mistake. Is that complacency? It may be, but whatever it is, I have decided that it will not happen again. I will be on my toes and extra alert all the time. I love flying, the challenges; the tough decisions that we all have to make "right now", as well as the planning and thinking ahead to make sure we always have a safe way out. This landing was my worst in over 500 hours of flying sailplanes. I have had minor damage to my glider landing out, but the landing was good, and safe. This was NOT safe. I was lucky. 2007 ended with a strong lesson – do not be complacent. 2008 will be a banner soaring year, so let's all go fly and have an alert, safe New Year.

— Larry L. Roberts ASG29 YE



Low finishes, though spectacular from the spectator's point of view, may be penalized by the officials.