

VSA Winter Program

By Ginny Farnsworth

The cold months are upon us, and when the soaring conditions abandon us, pilots seem to congregate to hangar soar, sharing their experiences and wisdom. This winter, when not soaring wave or pre and postfrontal conditions, we will be doing some quality Hangar Soaring at WSC. We have an awesome group of pilots who have put together a seminar series that is designed to appeal to all, from the beginning pilot to the advanced racing pilot. How can this be, you ask?

Think about it... The best way to learn something thoroughly is to teach it. The experts presenting the programs to an avidly interested audience are prompted to organize their subject matter and review their experiences. The experts in the audience can help the intermediate pilots learn more through subsequent discussion of the subjects. The intermediates can apply the knowledge to their own body of knowledge, and the novice can enjoy experiencing vicariously what will be theirs to explore in the future!

We were introduced to the concept of visually enhanced presentations by Kempton Izuno. Kemp laid the groundwork for future presentations with his guided tour of his flight from WSC to Crater Lake and back, presented at the Oktoberfest. The photography he shared was as inspirational as the explanations of his strategies and techniques.

So, that said, let me tell you about the first session of VSA's Winter Program. If you weren't there, you missed a good program and a great turkey dinner! Pete King smoked a couple of turkeys and Christina, Noelle and Ginny supplied the trimmings. It was a true feast!



President Ginny Farnsworth: "Let the show begin!"

The initial program was impressive for the amount of talent, expertise, and ambition involved. As a matter of fact, there was so much talent, expertise and ambition that we had to postpone a few of the talks for future presentations! The topics, chosen by the presenters,

reflected each speaker's area of expertise. Each presentation contained visual aids that enhanced the speaker's topic.



Darryl Ramm presents "Crossing the Delta."

First on the agenda was Darryl Ramm, presenting "Crossing the Delta". Darryl had the audience riveted to the screen as he reviewed several of his flights across the Sacramento Delta in pursuit of the PASCO egg. Highlights were weather evaluation, flight planning, inflight communications with controlled airspace, and flight strategy, with sidebars on the use of See You software and the On Line Contest. Much of Darryl's presentation and other topics about soaring can be reviewed on his website:

<http://www.darrylramm.com/crossing-the-sacramento-delta>.



Ramy Yanetz presents the "on Line Contest."

Next to present was Ramy Yanetz, who walked us through using the On Line Contest. Ramy demonstrated the registration process by registering me during his presentation. (No excuses now for not participating) One of the advantages of using the OLC is the ability to view flights from any computer with web access, no special software needed. He reviewed several ways of posting flights, each appearing user friendly, and many pilots committed to posting their flights this season. The Power Point presentation is available for viewing on the Williams Today Forum, posting OLC, by darrylr, Nov 17, 2007. Ramy recommends bookmarking the sites:

WSC club 2008 flights: <http://www.onlinecontest.org/olc-2.0/gliding/getScoring.html?clubId=1061&scoringId=201>

Williams 2008 flights (not the same as above since many flights are submitted by members of other clubs): <http://www.onlinecontest.org/olc-2.0/gliding/getScoring.html?scoringId=202&placeOfStartId=WILLM1>



Bob Ireland, Champion of VSA Race Series made the 3rd presentation with Kempton Izuno operating the See You software during his desertation.

Bob Ireland, Champion of the VSA 2007 Race Series made the third presentation. With his flight traces playing live on the screen, Bob reviewed his winning strategies and shared his mind-set while flying the contest. He summarized the race series day by day, discussed the decision making involved in planning the flights, and the in-flight decisions made while flying the task. He emphasized that the initial strategy for everyone, is to show up to race! Encouraging participants to fly more than one task daily, and choosing the length of the task to match the conditions were also covered. Toward the end of the presentation, there was dialogue between Peter Kelly, past champion of the VSA Race Series, And Bob Ireland, current champion, about planning, strategy, and tasks. As a new participant in the race series, I found the talk both intriguing and informative.

Both Peter Kelly and Pete Alexander had prepared comprehensive presentations, but the hour grew late, and some participants had a long drive home. Both speakers graciously offered to present on another occasion, and we look forward to seeing these presentations at future dates.



Pete Alexander organizes the upcoming VSA Winter Series beginning in January 2008

Kempton Izuno and his assistant, his son Wes, provided the technical support for the program. Kempton, an accomplished soaring pilot and expert with high definition video and still photography, will be working with the presenters throughout the program to record the presentations for future viewing. His ability to augment the talks with captivating visual aids is awesome. As everybody knows, a picture is worth a thousand words.



Wes and Kempton Izuno provided the Technical Support

VSA thanks the Winter Program team for sharing their talent, knowledge, and enthusiasm with us. When you see these pilots on the field, be sure to thank them for their contributions to our understanding of the local and the bigger picture of soaring. The core team includes the following pilots: Pete Alexander, Ginny Farnsworth, Tom Jue, Peter Kelly, Kempton Izuno, and Darryl Ramm, with guest speakers Bob Ireland and Ramy Yanetz. We look forward to the next presentation on January 26.

What Happens When the Wind Stops?

by Larry Roberts

Landing in Wind Shear

As glider pilots, I am pretty sure that we have all been asked that question. "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/or 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.

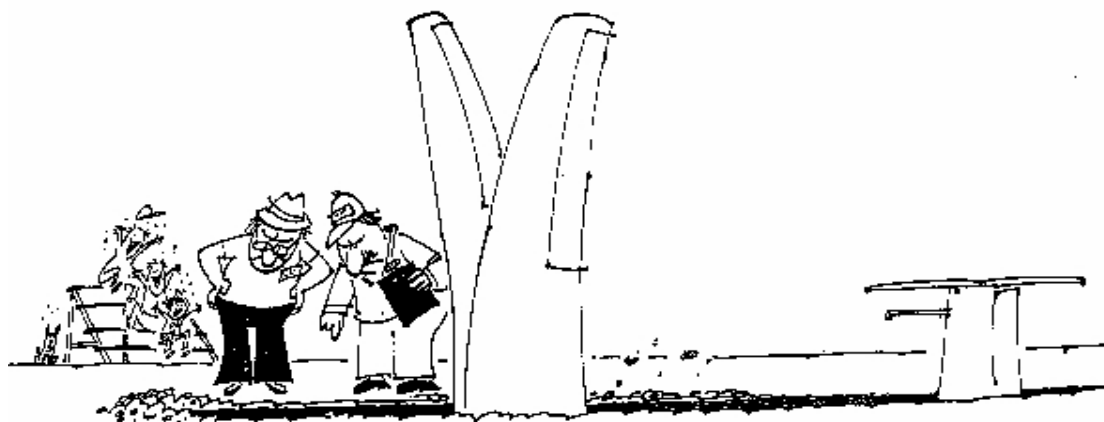
On New Years Eve day, I went to Williams Soaring to enjoy an end of year flight. The wind was out of the north and blowing pretty strong on the ground and in the air. Kenny was giving lessons and as I set up, I watched the ASK21 make a landing to the north in about 20 to 25 knot winds. They were doing nice

landings in about 100 feet, and taking off in less than that. Luke took off and broke ground in about 10 feet.

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.

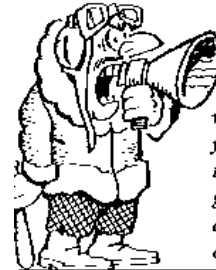


Low finishes, though spectacular from the spectator's point of view, may be penalized by the officials.

Cartoons borrowed from the great articles written here: <http://myweb.tiscali.co.uk/miskin/gliding/>

As I was pushing my glider back, 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 in my head. 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 push 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



and now, a friendly message from y'tutor -

when landing in windy conditions, you should add a few knots airspeed to compensate for anticipated wind gradient. If the airspeed begins to drop, you MUST lower the nose and close the spoilers.

Cartoons borrowed from the great articles written here:
<http://myweb.tiscali.co.uk/miskin/gliding/>



King Mountain, Idaho

Pilots' Meeting at the start of the Hang Gliding Contest. Ask Todd, he's flown here. Pilots fly in some of the best soaring conditions in the USA. This area is equivalent to the White Mountains.

For information, go to:
FlyKingMountain.com

Who's New on the Field by Larry Roberts and Ginny Farnsworth

Here are the new pilots at Williams Soaring. Be sure to congratulate them when you see them on the field.



Nori Manabe Soloed on July 15, 2007. Congratulations Nori!



Mike Foster is all smiles after his solo flight on Sept. 1, 2007



Spencer Buck is congratulated by Kenny for his first solo on July 29, 2007.



John Hisato is a proud pilot for his Solo flight on Oct. 8, 2007.



Tom Rowe soloed on August 17, 2007 – Kenny is busy with a lot of new pilots this year.



Jeff Fox passed his Private Glider Pilot check ride on August 9, 2007.



Forest Basket is a new Private Glider Pilot – Sept. 15, 2007. Congratulations Forest.



Robert Burns is congratulated by Rex Mayes after passing his Private Glider add-on – Nov. 23, 2007.



Wayne Oster is all smiles after passing his FAA check ride July 26, 2007. Wayne is a new Private Glider Pilot but has many years experience flying Hang Gliders. Wonder if he prefers the 12:1 glide ratio of a hang glider over the 35:1 of the K21?



Todd Robinson practically lives at WSC (at least according to his wife). However, we seldom see him on week days unless we take a walk down to the shop, where we usually find him covered in white dust while he patches our gliders and makes them beautiful again. Todd had many years of pilot time flying hang gliders before earning his Sailplane Glider license. [Note: Hang Glider Pilots call there hang glider a "glider" too.] He is the proud owner of an ASW 20. Why this photo? Todd is now the proud owner of a Cessna 150 that he is refurbishing while he works on his Private Pilots license. Todd wants to be able to fly anything with wings, and he is getting there. He recently ordered a headset for his co-pilot Masey, who loves to go flying with him. Now if Todd could only teach Masey to sand gel coat and check the oil in the Cessna.

Doc Mayes Memorial Scholarship

by Ginny Farnsworth

How many of you have heard of the **Doc Mayes Memorial Scholarship**? Probably most of you know about it in vague terms. Let me tell you more.

The scholarship has been in existence since 1989. It was originally established in memory of **Doc Mayes** and funded with bereavement funds received in the wake of Doc's passing. The scholarship has continued with donations in memory of many folks, including **Fred Frauens, Dave Peterson, Stan and Jan Montagne, Billy Carter and Joe Findley**.

Currently awarded through the Colusa County Scholarship Committee (CCSC), the scholarship is offered at all six high schools in Colusa County, with students from Williams High School as primary candidates. If there are no qualifying applicants at Williams, the recipient is chosen from the rest of the county high schools. CCSC reviews the essays and chooses the recipient. **Noelle Mayes**, who is on the school board, awards the **\$500 scholarship** in person on graduation night.

The most recent recipient of the scholarship is Williams High School graduate **Megan Herrick**. Megan is now attending the **CSU Maritime Academy in Vallejo**.

The scholarship criteria are summarized as follows. The student must be pursuing a four year degree in one of the following:

Aviation	Engineering	Science.
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In the past, local recipients have included a student in the Charters family, whose strip between WSC and the mountains is well known to most of us. Other local students have received the scholarship. It has been an influential factor for land out hospitality! Who doesn't like to be greeted with a smile and an offer to assist with de-rigging!

Needless to say, the scholarship is a very positive thing for the soaring community, in that it shows us giving back to the local community and gives us positive visibility.

The **Oktoberfest auction** of aviation equipment raised almost **\$300** for the fund, which was nearly depleted. This was a nice philosophical statement of old technology funding new, energetic students. It was also a nice addition to the fund's moneys.

VSA is currently inviting donations in the memories of those pilots and crew who so enriched our sport and are greatly missed. Anyone wishing to donate to the scholarship fund should send their check made to VSA, to the following address:

**Valley Soaring Association
Williams Soaring Center
2668 Husted Road
Williams, CA 95987**

The Long Path to the passion of Flying a Sailplane

by Chris Lerma



Chris Lerma flying Solo

Ever wonder how your passion for flying started? Perhaps somebody in your family was a military or commercial pilot who gave you access to sit in the cockpit. Or, you live near an airport and watch planes take off and land. How about an air show you attended that captured your interest in aviation? Whatever your reason, you found that flying is your passion. But how would one know exactly if he or she would enjoy flying?

Well, let me share with you my story prior to flying a sailplane. My father was a career Navy man who utilized the Military's "Space Available" method of traveling while I was a young boy. I was only 7 years old but I can still remember that day a C-130 Air Force Captain showed me the cockpit while en route to Yokota, Japan. I knew then exactly what I wanted to be. Throughout my school years I read and studied everything about flying military planes. However, I didn't have anybody to talk to about flying. There was nobody in my family or friends' families who ever became a pilot of any sort to talk to. I was unaware of any other flying but what I read about the military aviation. And so, I joined the Air Force Reserves Officer Training Corp (AFROTC) program at Sacramento State University hoping to be among the top 2 percent who graduated with a pilot slot in the U.S. Air Force to begin primary flight training.

I was so focus on military aviation that I didn't realized other aviation career paths. While in AFROTC, I began taking some flying lessons at a local airport to increase my chances of being granted a pilot slot. However, after several of months of lessons, I did not enjoy flying the Piper Tomahawk plane. Flying a single engine plane wasn't what I expected. I was learning

how to fly but, my passion for flying was in question. Sealing my fate was my failure to pass the military flight physical: I did not meet the uncorrected requirements for 20/20 eyes vision (req. during 1986). My passion for flying was put on hold.

Nearly 20 years later, I knew I still had the passion in me, but the big question was what I would enjoy flying. Obviously, flying for the military was out of the question. A career as a commercial pilot for a major airline would be a big change and I didn't have the amount of years to benefit me. Because of the high-tech career that I am in, flying for me will have to be for pleasure and/or sport only. So, what to fly?

After extensive research, I booked an instructional flight at Williams Soaring Center (WSC). The instructor and facilities was a perfect match. After several flights, I found flying a sailplane to be above my expectation in terms of enjoyment, safety, cost, and the pure freedom of flight. Based on that experience, the key that fostered my love of flying was an instructor who was (and still is) more interested in teaching than just building his hours. Additionally, the facilities of WSC were openly friendly, had an excellent inventory of sailplanes, and the community of pilots was willing to help in any way they could.

However, like any passion there is always a dark side to it. The dark side I'm talking about is the amount of information one must learn throughout their time of flying. The FAA written exam, the check ride for Private pilot license (Glider rating), cross-country learning, BFR, weather, and continuously learning of safety. All of these can be overwhelming to a beginner pilot and is where I feel that my passion of flying is truly put to the test. We see student pilots come and go. We see new licensed private pilots come and go. There are many reasons why such pilots discontinue flying. For me, the passion of flying is so great that those barriers are merely check points in one's willingness to continue flying. In fact, I see the more information one acquires, the safer a pilot becomes. For those of you out there that suffers from the lack of interest because of certain barriers described above, you should look at those barriers as a means to keep up with your safety and continue the challenge of flying. I heard many folks say that every take-off, flight, and landing is never the same. This is our challenge as a pilot: to make the correct safety decision.

The decision of flying sailplane have helped me fulfill my pure passion of flight. I read and heard that flying a

power plane is like driving whereas flying in a sailplane is the closest thing to soaring like an eagle. Another quote I read and love was "Power plane pilots sweat when their engine goes out. While glider pilot always remain cool."



Instructor Kenny Price (left) congratulates Chris Lerma (right) on his first solo flight.

About the Author: Chris Lerma, soloed pilot and ASK23 driver is a busy guy when not flying! A frequent participant on the Forum, Chris has a real passion for all he does.

When not flying, he is a husband, father of two, runner, web designer, and photographer.

He works at Hewlett-Packard as a program/project manager and application developer. Chris served as a commissioned officer for the U.S. Army 10+ years and earned his MS in Information from Golden Gate University.

Winter Restlessness

*The winter storm is over,
And there's cloud streets in the sky!
I'm feeling kind of restless,
And decide to go and fly.*

*Lou towed me to Three Sisters,
To the north I tried to go,
Then I lost the lift between the streets,
I made it home, but low...*

*Another tow – Three sisters,
Out to Walker Ridge, fresh snow!
Follow the clouds to Rumsey Gap,
Round and round we go.*

*At 5,500 MSL,
The view was satisfying.
So home I flew, a little cold,
But glad that I went flying.*

Ginny Farnsworth, January 2008, WSC

VALLEY SOARING ASSOCIATION WINTER SEMINAR SERIES*by Ginny Farnsworth*

Cross country pilots, new glider pilots, student pilots and anybody interested in learning about soaring should attend the seminars.

WHERE: Williams Soaring Center
South Hangar
2668 Husted Road
Williams, CA 95987

WHEN: SATURDAY AFTERNOON/EVENING; JANUARY 26, 2008
4:30 – 5:30 – Social hour with appetizers and dinner
5:45 – 8:00 – Seminars – discussion will follow for those interested

Cost: \$10.00
VSA membership requested, but not required (\$20 yearly, join at seminar)
Beer and soft drinks are available for purchase (not included in \$10.00 dinner)

Seminar Agendas

WILLIAMS SOARING CENTER REVEALED IN PICTURES -- *Tom Jue*
The spirit of Williams Soaring Center is captured in a series of beautiful photographs by VSA's accomplished newsletter editor, photographer Tom Jue. Enjoy the slide show during the dinner and social hour.

FLYING A GLIDER CROSS COUNTRY -- *Peter Kelly*
This talk will cover three strategic areas: speed to fly, route to fly, and when to leave the thermal. Peter will review actual flight logs, discuss planning, decision making and strategy.

LONG RANGE WEATHER FORECASTING -- *Kempton Izuno*
This presentation will cover the weather patterns; Kemp will review how to find and use the available internet tools to make the most of soaring predictions.

WANT MORE INFORMATION? www.williamssoaring.com – click on upper left corner “pilots: please read the important bulletins” for link to WSC FORUM announcement.

RSVP for tows and seminar www.williamssoaring.com (click on NEWS) for Williams Today Pilots Forum, OR phone WSC (530) 473-5600 OR EMAIL VSA President Ginny Farnsworth ke6vgz@sbcglobal.net

SEE YOU THERE!!