



Fittingly hoisted in the parachute kite on the day of the 2007 Doc Mayes Memorial are some of William Soaring's newest solo pilots (from left to right): Cody Johnson, Sophie Higgins and Geoffrey Snow. Viewing the traditional water splashing ceremonies from the ground are (from left to right): Rich Parker, Pete Kelly, Lucian Stan, Mark King, Ginny Farnsworth, Nick Mayes, Kerry Roberson, Bob Ireland. Composite photo by Tom Jue.

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PRESIDENT'S MESSAGE

"Why did you decide to start soaring? How did you get into it?" These are questions I sometimes ask folks at the glider port who are new to the sport. Sometimes the answer is, "I have always wanted to fly gliders, and now I have the money to pursue soaring."

Occasionally the response is, "I soloed a sailplane many years ago and have very fond memories, and now is the time to earn my license." At WSC, a major training hub for pilots of all sorts, the response can be, "I am training in gliders to further progress my career in aviation." An answer that always catches my attention is, "I was

introduced to soaring by an adventurous friend, and now I have taken the

initiative to learn it." This is a great answer, because it shows that pilots are sharing their experiences and providing opportunities for new people to become part of the soaring community.

Soaring is a great avenue to learn to fly, because it is less expensive than flying airplanes with propellers. According to California flight schools, the average, realistic cost of earning a single engine land private pilot rating is from \$6000 to \$8000. If you earn a private pilot license in gliders, the cost is significantly less, averaging from \$3000 to \$5000. Joining one of the numerous soaring clubs in Northern California can also reduce the cost of learning to fly gliders. Once a pilot has obtained a soaring license, the cost remains comparatively low. Spring and summer soaring conditions in the Sacramento Valley and surrounding mountains almost guarantee a 2-hour flight, sometimes on a



\$25 tow. Experienced pilots can fly 8 hours or longer on a tow ranging from \$25 - \$75.

Another attractive aspect of soaring occasionally overlooked is that it does not require a private pilot medical certificate, obtained from designated FAA physician examiners. Glider pilots, however, are required to sign a FAA written statement declaring that the pilot does not have "reason to know of any medical condition that would make [him/her] unable to operate the aircraft in a safe manner."

But the best reason to fly gliders is FUN. What other sport offers the opportunity for adventure, exploration

and competition? For new pilots with an instructor, landing the airplane is an adventure. As a pilot's experience increases, exploration of areas far away from the glider port becomes attractive. Cross-country flying can lead an experienced pilot to try competition. After becoming familiar with terrain, potential landing areas and thermal locations, experienced pilots can discover satisfaction by flying a designated racing course in a minimum amount of time and at the fastest speed possible. But most importantly, gliding should be fun, and since each day soaring is different from another, a new experience and a new adventure is always waiting. I encourage everyone to take advantage of soaring, and fly as much as you can!

VSA President,
Luke Ashcraft

CURRENT VSA MEMBERSHIP

Your VSA Membership also allows our quarterly Windsock newsletter publication to keep everyone within our valley soaring community in touch with our soaring and family activities.

If you wish to join or renew your membership now by US Mail or PAYPAL!

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To contain costs, our preference is to distribute via email. If email doesn't work for you, please contact the editor to make other arrangements. Donations are appreciated to cover additional costs.

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Noelle & Rex Mayes



Web Master
Peter Kelly

Newsletter Editors

Ginny Farnsworth and Tom Jue



Mascot
Brutus

WILLIAMS SOARING CENTER

CALENDAR OF EVENTS	2007 DATES																
Women's Soaring Camp Avenal, CA For details, see www.soaravenal.com	June 18 to 22 Now over! Ladies, watch for this next year!																
Valley Soaring Associating Racing Series Williams, CA All Race Days are on a Saturday	<table border="1"> <tbody> <tr> <td>#9</td> <td>9. Jun 30</td> <td>#10</td> <td>10. Jul 14</td> </tr> <tr> <td>#11</td> <td>11. Jul 28</td> <td>#12</td> <td>12. Aug 11</td> </tr> <tr> <td>#13</td> <td>13. Aug 25</td> <td>#14</td> <td>14. Sep 8</td> </tr> <tr> <td>#15</td> <td>15. Sep 22</td> <td>#16</td> <td>16. Oct 13 Last Race Day!</td> </tr> </tbody> </table>	#9	9. Jun 30	#10	10. Jul 14	#11	11. Jul 28	#12	12. Aug 11	#13	13. Aug 25	#14	14. Sep 8	#15	15. Sep 22	#16	16. Oct 13 Last Race Day!
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#13	13. Aug 25	#14	14. Sep 8														
#15	15. Sep 22	#16	16. Oct 13 Last Race Day!														
Std Class Nationals Hobbs, NM	Practice from July 15 to 16 Contest from July 17 to 27th																
Lovelock Safari (see "2007 WSC Summer Expeditions" below)	July 20 to 22																
Air Sailing Region 11 Sports Class Air Sailing, NV	Practice on July 22 Contest from July 23 to 28																
Montague – WSC Safari (see "2007 WSC Summer Expeditions" below)	August 17 to 19																
Oktoberfest at Williams Soaring Center Williams, CA	Oct 14 Sat																

2007 WSC Summer Expeditions

by Ginny Farnsworth

Summer expeditions are rapidly coming together. By popular demand, we are returning to both Lovelock and Montague.

Facilities: There is water at both sites. Bathroom is across the field at Montague. Lovelock has bathroom, water and showers available. Camping is available on both sites.

Dates for Lovelock - July 20-22, 2007

\$50 ferry fee for tug positioning and tows at normal WSC rates
See photos from last year at <http://www.valleysoaring.net/love06>
Tip on where to stay: for Lovelock if you call Sturgeon's Casino at 775-273-2971 and mention Williams Soaring Center, they will give a rate of \$50 per night.

The Lovelock Expedition August, 2006

By Peter Kelly
August 2006

Dates for Montague - August 17-19, 2007

Aero tows will be provided by Craggy Aero, LLC 530-905-0062
3K tow to Craggy is approximately \$45.
Yreka has numerous motels. Below are two. Book as early as you can. They tend to fill up fast.
Ameri Host Inn 530-842-4355
Econo Lodge Inn & Suites 530-842-4404

Additional Information for Lovelock and Montague

Databases: For both sites, see <http://www.soaringnet.com/forum/>

For postings on "Williams Today" forum, search for "Lovelock" and "Montague".

<http://www.soaringnet.com/forum/viewtopic.php?t=1407&highlight=lovelock>

<http://www.soaringnet.com/forum/viewtopic.php?t=932&highlight=montague>

Flying Sites

Williams Today
Discussions of happenings at Williams Soaring Center
Moderator [richardh](#)

Clubs

There is a lot of good information generated by Peter Kelly and others for both sites.

HAPPENINGS SINCE LAST TIME *by Ginny Farnsworth*

The wind is light and northwest, and the tarmac is heating up. A few raggedy cu's are forming over the hills near the horizon. Another day at the glider port? Well, almost. Tom and I are sitting around my dining room table reminiscing about the good times and events we've had at the glider port over the past 3 months. It's been that long since we published the last Windsock, and the problem with getting this one together isn't what to write, but where to start!

We have an impromptu lunch with **Dolly Frauens**, one of the senior members of the glider community. She fills the hour with stories of her adventures crewing for her husband Fred. We listen with amazement, feeling privileged to hear these stories from Dollie, who has more perspective on the sport than we will have together 10 years from now. But these are stories for another day. (Don't worry, we'll share them!)

This has been a busy spring, with lots of events and activity at WSC. **Kenny Price** has been very busy with instruction, and there are many new pilots joining the community as a result of this. It's great to have the level of excellence in instruction that Kenny provides available to us all. We feature a few of the newly soloed pilots and a modified CV on Kenny in this issue, and congratulate all of the students and newly licensed pilots on their accomplishments. Remember – follow your dreams, and pursue them with focus and confidence.

In February, after 2 long years, the **ASH 25 FNX** partners finished a complete restoration including all new finish, seals, motorized canopy and several other modifications. In February, **FNX** was wheeled out of the shop and made her maiden flight. The beautiful, wingy ship has flown regularly since then. I was one of the fortunate few to get a ride in her – absolutely awesome!! Although smooth, coordinated and fast in the hands of **Rex**, she is quite a challenge for the uninitiated to fly! The partners are looking forward to a long soaring season.

In April, the **Antares**, an electric motor glider, made her maiden flight from WSC before traveling home to Tuscon. The ship, owned by partners **Bill and Sue Rogers** and **Bruce McNaughton**, was flown by Rex, and then by Bill before making the trek back to Arizona.

WSC is now the home of **Sage Vario**. The operation seems a well matched addition to the reputation of excellence maintained at WSC in "the shop". The new "clean room" where the instruments are being manufactured is impressive. Congratulations, Rex, Rich, and Jerry on your new venture.

Pete King is now living in the Yellow House. He will be working at restoring and maintaining our towplanes, Facility and Grounds Maintenance, Towing, Rides, Opps, a red headed Rex. Welcome Pete!

The **Doc Mayes Contest** was a great success despite some obnoxious weather conditions on Saturday. The **VSA Race** series is well under way. The race days have been a focus for challenging flights and social evenings this spring.

Kempton made a flight to Crater Lake and back on May 8. He self launched at about 10:20 AM and returned at about 7:30 PM. We will feature the story of this phenomenal flight in the next Windsock, complete with photos of the breathtaking scenery.

Lucian Stan took a job with American Eagle, and **Devin and Adam Degraffenreid** put on the "Big BBQ" as a sendoff for Stan and Aura. The BBQ was unbeatable – delicious food and lots of fun. The pilots sent Stan and Aura off with a framed photo of a double tow - photo by **Peter Kelly**, framed by **Noelle** - and a hat full of money raised by **Devin and Adam's** BBQ. We individually signed the matt with our good wishes for them to remember us by. Thanks for your efforts and talents, Devin and Adam. The BBQ was one of the best ever. Stan and Aura, we wish you the best. Thanks for all the good tows!

Perhaps our biggest challenge as editors is capturing the people and events that make WSC such a positive force in our lives. We appreciate any and all contributions to this newsletter.

Your stories, photos and reminders are the spirit of the glider port. Please keep the contributions coming. Some of what has been contributed is in this issue. You will see the rest in upcoming issues!

So, here we are! We're off on the task of getting this issue out. We're having fun with it - thinking about all the good people and good flying makes the afternoon race by. Thanks to all who participate in the process of getting the Windsock out, especially **Noelle Mayes**, who amazingly keeps track of EVERYTHING in the soaring community! No matter how many times we contact her for details, she is always "marvelous", with a seemingly endless amount of patience and energy.

We hope you enjoy this issue.

Ginny Farnsworth,
Newsletter Editor

Doc Mayes Memorial Contest 2007

By Ginny Farnsworth

Day 1 - An Incredibly Beautiful Day to be Soaring



Doc Mayes
Trophy

The contest this year was notable for the diversity in flying conditions and activities. Day one, Friday, was one of the most scenic flying days this spring. The clouds were magnificent! Early in the day, pilots converged at the field, immaculately mowed and manicured by Pete King. The recent rains left the lawn a fresh dark green, providing a beautiful backdrop for the gliders, assembled and waiting for a tow to the skies. Pete's newly rebuilt 1938 John

Deere Tractor was on display, a labor of love, and a beautiful site to behold!

Rex welcomed the pilots, reminisced a bit about Doc Mayes, reviewed the contest rules and wished us all a weekend of good and safe soaring. Peter Kelly predicted a good valley soaring day for us, reviewed the conditions and remarked that distance flying would be challenging. Spirits were high and the valley sky was full of cloud streets by 11 AM. Pilots soared the valley and the hills for most of the day, some participating in the contest, some just out having fun.

At times cloud base was as low as 4,000 ft in the valley, interspersed with showers, virga, and sunbeams. It was an incredibly beautiful day to be soaring. There were a few early tows and relites, and about 2 PM, the soaring got better. Six pilots had scorable flights, some in the mountains, some in the valley. They were 98, 7HV, C1, PK, TMA, and G3.

Pete Alexander – 98 - took the day in his new ASG 29, with a distance of 109.35 statute miles. Despite soft conditions, showers, and virga, he was able to reach as far south as Lake Berryessa, after waiting out the showers at the 20-16 intersection. Great flying, Pete! The flight trace is on the forum for those interested in reviewing it. About his flight, Pete says, "It was a very interesting, and at times, a very challenging day!"

Day 2 - Time to Unleash the F16

Saturday dawned with howling north winds that continued all day and into the night. Again, Rex welcomed us to the contest, and Peter reviewed the weather. The briefing was attended by the even the youngest of the participants. Although too young to fly sailplanes, they were charging around the hanger at high speeds and a noise level just short of deafening. They somehow knew what we didn't want to admit –



Dean Aldinger (left) from Soar Truckee: "Hey Kerry Roberson (right), the heavy winds shredded the kite and knocked Ginny Farnsworth off-her-feet, time to unleash the F-16." Photo by Tom Jue

that the day was meant for activities other than flying. It was a great day for a party, and that was what we did!

The winds did not deter the kids from racing around the hanger with their big smiles and their fastest scooter and bike techniques. Milt and Allison Hare's boys were building a city with their trucks and diggers. Little Joel Indrebo was perfecting his scooter techniques. Nick and Ben Mayes and Mark King were demonstrating their RC flying machines in the hanger, and the master of RC soaring, Dean Aldinger came out to coach them on how to crash Nick's beautiful dragonfly. Sampson, the mighty hunter, took a bite out of the downed dragonfly, and injured it beyond repair for the rest of the day. The helicopter, a sturdier flying machine, flew and hovered, keeping the RC pilots busy until dinner.

There were movies for those in the hanger, a thriller by Rex Mayes, and a documentary by Tom Jue. Rex showed his amazing video of the jet powered glider several times due to popular demand. Tom Jue set up a slide show of scenes captured by his lens while in China. He took the "Flying Tigers Tour" in April, and came back with stories and photos galore. The slides played all afternoon, allowing us to view them at our leisure.



Lee B.
Peterson
Trophy



Peter Alexander flying his new ASG-29/18 with the 18m wing spans. This is a recent photo taken from the top of St. John's.
Photographer: Dave Radcliffe .

By late afternoon, everyone had given up on flying gliders, and the dinner party got going. Kenny did his usual superb job on the BBQ, and Noelle outdid herself with one of the greatest dinners yet. Rex's mom, Dorothy attended, and it was great to see her. After lots of feasting and socializing, we had dessert, and then more dessert!

The after dinner entertainment proved to be as diverse as the rest of the day. Kerry Roberson brought out his 4-string kite, and began flying it in the grass next to the runway. Soon Ginny's kite was in the air as well. Bob Ireland drove the golf cart while Kerry flew the kite – they did not get airborne. Rich Parker took a turn, crashed it several times, and then flew it like a pro. Pete King attempted to fly it sitting down and burned a hole in the seat of his pants getting dragged along the tarmac, but the kite remained airborne. Ginny took the kite back, and got the only flight of the day, becoming airborne before a major crash, which took the skin off her nose, palms, elbows and knees. Noelle made a high speed transition from host to paramedic and got Ginny patched up and back out to the party before all the dessert was eaten. The kite, which had wrapped itself around Dean and Midge's camper, got rolled up and secured for the night in Kenny's office.

About that time, Kerry pulled an F-16 model out of his van and demoed the start and running of the jet. It was secured by Rex and Peter K., one on each engine, and did not get airborne. Kerry decided against flying the 200 mph model due to the high winds.

After more ice cream was served, the sun set on a day that was best described as, well, over the top!

Day 3 - Divert the Heavy Metal

Sunday was a serious wave soaring day. At 11:30 AM, there were 5 pilots soaring the wave over Sutter Buttes. JJ called Norcal to notify them of the gliders climbing above 9,000 ft at the Buttes, and listened in as the "heavy metal" got diverted 10 miles around the soaring pilots. Thanks JJ - this was a safety decision that benefited everyone! JJ turned Colusa and Williams, and made it back almost to the Buttes before returning to WSC. By 2:30, Rex and Mike Swanson in MG, Pete Alexander in 98, and JJ in JJ were back. Rex's flight was straight line soaring, from the Buttes, to Sites, to Three Sisters, to MaxMoller, and home, max altitude reached was 13,244 ft, raw distance of 64.7 miles, average speed of 88 mph. Rich Parker in 7HV and Bob Ireland in OJ were still up playing in the wave at 2:30. Peter Kelly was at home lamenting that he never launched. Noelle was documenting the soaring and getting ready to score the contest, and Ginny was on the ground nursing her wounds from her kite crash. There were plans in the making to resuscitate Nick's dragonfly, so rudely downed by Dean Aldinger and Sampson the day before. Needless to say, Dean and Sampson were keeping a low profile.

Congratulations Pete Alexander!

In the final scoring, Pete Alexander, 98, took both the Doc Mayes Trophy and the Lee Peterson Award in his new ASG 29. Rich Parker, 7HV, took an extremely close second place.

Congratulations to Pete Alexander, 98!!

109.35 sm for the Lee Peterson Trophy
159.80 sm for the Doc Mayes Trophy

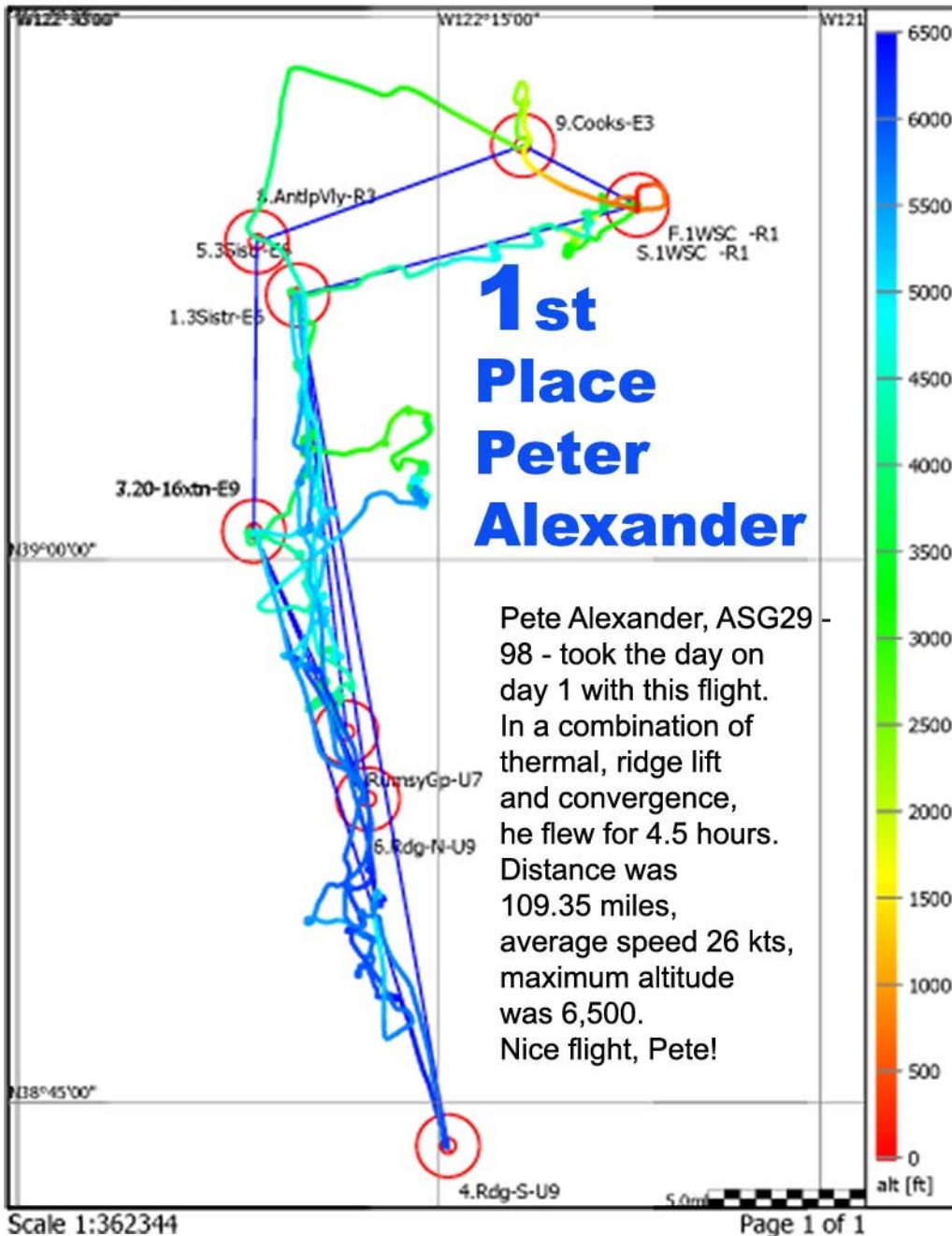
Congratulations to Rich Parker, 7HV, on some great flying, and a very close 2nd!!

108.17 sm for Lee Peterson attempt
152.87 sm for Doc Mayes attempt



Route

754 PeterAlexander.igc

Date: Friday, May 04, 2007**Pilot:** Peter Alexander**Glider:** ASG-29**Contest Day Number 1**

The weekend yielded very different soaring conditions, yielding very different flying styles. The flight trace from Pete Alexander - 98 - shows flight in thermal and ridge/convergence conditions.

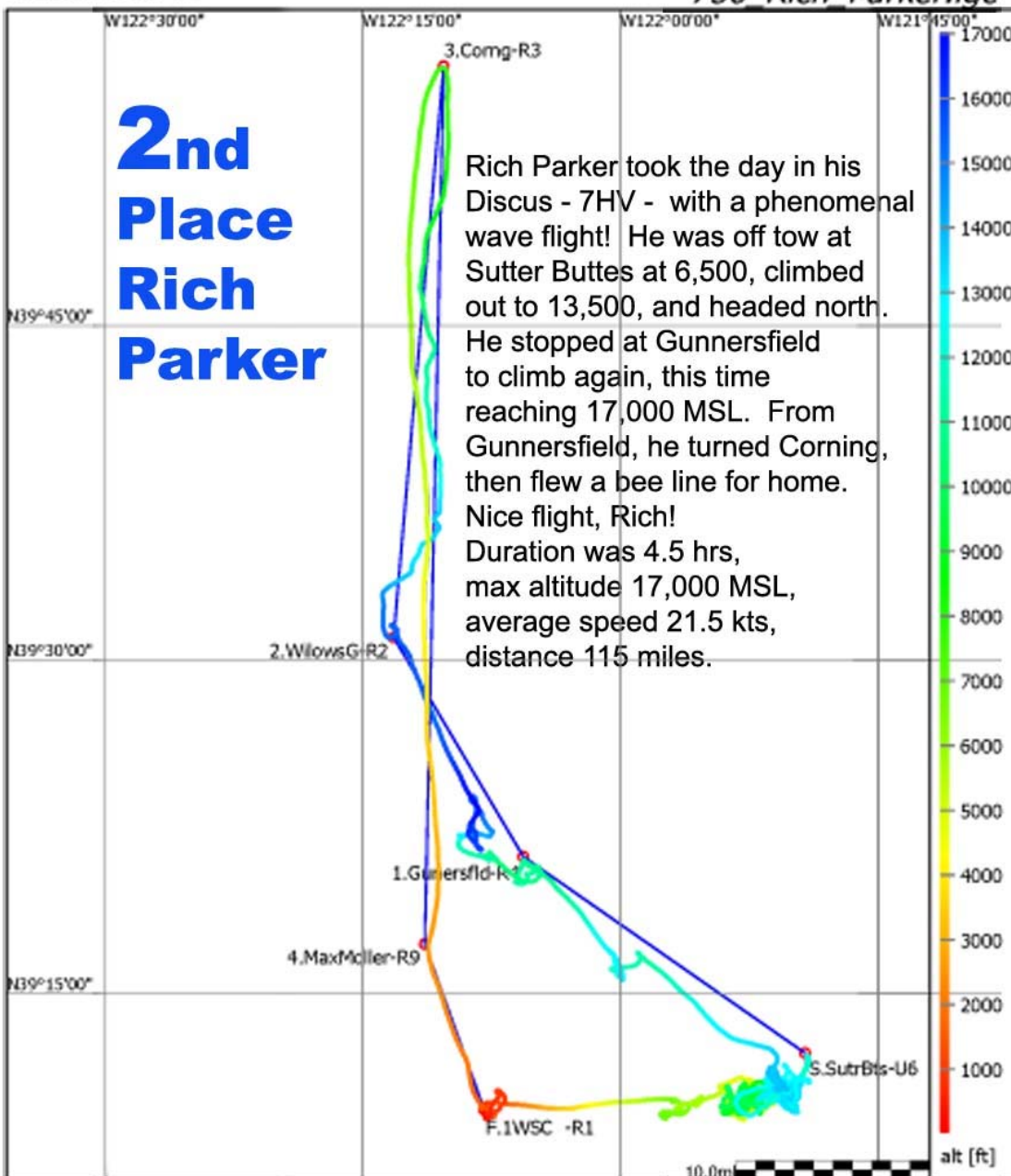
With a low cloudbase, it's necessary to fly at low altitudes, thermalling frequently to gain the altitude needed to fly distances. The distances on a glide are shorter, and the pilot flies faster, moving from one area of lift to the next. The maximum altitude on this flight is about 6,500 MSL.

Route

Date: Sunday, May 06, 2007
Pilot: Rich Parker
Glider: Discus CS

Contest Day Number 3

756 Rich Parker.igc



**2nd
Place
Rich
Parker**

Rich Parker took the day in his Discus - 7HV - with a phenomenal wave flight! He was off tow at Sutter Buttes at 6,500, climbed out to 13,500, and headed north. He stopped at Gunnersfield to climb again, this time reaching 17,000 MSL. From Gunnersfield, he turned Corning, then flew a bee line for home. Nice flight, Rich! Duration was 4.5 hrs, max altitude 17,000 MSL, average speed 21.5 kts, distance 115 miles.

Scale 1:573370

Page 1 of 1

The flight trace from Rich Parker - 7HV - is very different, because his flight was in wave conditions. In a wave, the pilot gains their altitude in one place, allowing them to reach a much higher altitude before gliding to the next turnpoint. Rich was able to reach anywhere from 14,000 to 17,000 MSL before he set out on glide to the next turnpoint. In this case, the wave produced light lift for long distances, allowing the pilot to stay high for a long glide by flying slow.

Who's New on the Field?

by Ginny Farnsworth

New faces and new talent on the field are something to celebrate! In this column, we invite our student pilots, newly soloed pilots, and newly licensed pilots to introduce themselves to us. The three pilots featured here are just a few of the people who are checking out the sport and checking in as future soaring pilots. Their stories infused me with enthusiasm and remind me of the commitment that we make to achieve the set of skills required to soar. In future issues we hope to interview more pilots who are willing to share their stories about learning to fly. There are so many of you that have soloed in the past year! Congratulations to all!! For now, I would like to introduce you to Sophie Higgins, Cody Johnson, and Geoffrey Snow. Welcome to the VSA community.

Sophie Higgins, Davis, California

The first thing your notice about Sophie is her smile. I met her one day just a few weeks before her solo flight, when she was climbing out of the ASK 21. She had been taking lessons for about 3 months, and was looking forward to soloing. She was glowing as she stepped out of the glider, after executing a beautiful landing just where she wanted to put the plane.



Sophie was introduced to the sport by Greg Lentz, glider pilot, who took her for a glider ride as a birthday present. She liked it. She decided to try it for herself. A born adventurer, she is an avid snowboarder on weekends she is not flying.

Most weekends Sophie drives to the glider port with either her Mom, Carolyn, or her Dad, Bob, who is a power pilot. Both are enthused about her dedication and her ability to master the skills needed to fly a glider.

Sophie soloed for the first time on Sunday, March 11, 2007, on a beautiful clear morning, at the age of 16. Her solo shirt says she unceremoniously kicked her instructor out of the plane, and did a great job flying it. A credit to Kenny – even if he was kicked out of the plane – she towed to 2,000 ft. and released east of the airport. She explored the skies; flying beautifully banked turns and then brought the glider into a precision pattern, landing with a gentle, perfect flare. Awesome!! Nice job Sophie – we look forward to seeing you again soon. Welcome to the VSA community

Cody Johnson, Colusa, California

Cody was a freshman in high school the first time he flew in a glider. The experience was thrilling, but he didn't get a chance to follow up with the process of learning to fly until very recently. Like most glider pilots, he was first attracted to soaring by the profound sense of grace and beauty, which reminded him of the flight of birds. One of the most important things he has learned from his instructor is to pay attention to everything, and not to let a single objective take over his focus as a pilot. He enjoys the view from a glider that too few people ever get to experience.



Flying has been a very positive experience for Cody. One of the big milestones for him was when he could consistently land accurately and softly. (Kenny appreciates this milestone as well, as most of us know from our own learning experience.) Cody shares his experiences with his family and friends who admire his piloting abilities, but are afraid to try it for themselves. This may change, when he earns his license and takes them up for rides.

Cody soloed on May 19, 2007, at the age of 18, amidst a crowd of family and friends who were excited to watch him take the ASK21 up into the skies alone. He did a great job, piloting the plane like a pro, and making a soft and sweet landing in front of an appreciative audience of family and friends.

Well done Cody!! We hope to see you at the glider port this summer as you progress toward your license. Between football, soccer, basketball, baseball, balanced with quieter pursuits of reading and writing both prose and poetry, and now flying gliders, you'll have a busy summer. Welcome to the VSA community.

Geoffrey Snow, Davis, California

Many of you may recognize Geoffrey from the article he wrote about his solo flight last summer. He is often out flying the ASK 23, working on refining his skills for his



check ride. Geoffrey's first flight in a glider was with David Dawson, a family friend. He not only enjoyed the first flight, he was hooked on the sport. One of the things he loves about soaring is the incredible feeling of being free. It's a great source of stress relief for him. He recognizes that "gliding is something I can do at a young age and it teaches a lot of excellent skills that I will need to know later when I transition to power planes."

He can't decide if his best experience was his first solo or flying dual with Kenny at the gliding championships in Montague, 2006. One of his goals is XC soaring, and he is well on his way to achieving it.

Some of the most valuable advice from his instructor, KP, is to always be aware of what is happening both inside and outside the glider.

Geoffrey soloed for the first time on August 21, 2006. His Dad and Grandpa, who share his passion for flying, were both there to witness his first solo flight. His mother, brother, uncle, grandma, and grandma's caretaker, were also there to cheer him on. His grandpa, a Pan Am pilot for over 30 years, greeted Geoffrey upon landing, and told him how proud he was of Geoffrey's accomplishment. Upon landing, his family presented him with an engraved coin, reading "He rode upon a cherub and he did fly: yea, he did fly upon the wings of the wind. On this date, August 21, 2006, Geoffrey D Snow did shed the bonds of gravity and return safely to earth."

Way to go, Geoffrey! It's good to see you out on the field working on your skills. Welcome to the VSA community.

Congratulations To All New Pilots

There are a lot of new pilots on the field right now! We would like to take this opportunity to congratulate all of you.

Almost Ready to Solo

Spencer Buck

Soloed Pilots

Aaron Burhoe

Jeff Fox

Sophie Higgins

Cody Johnson

Geoffrey Snow

Private Pilot Ratings

Jerry Annoni

John Barella

Tom Bjork

Commercial Ratings

Steve Mikinka

Who's The Instructor Behind the Scenes?

OK, most of you don't need to be introduced to Kenny Price, but then this isn't about most of you, it's about the new pilots and the enthusiasts sharing their passion for flying. So, now I get to say a few things about one of my favorite people, and the guy that has helped me over many a bump along my own road to becoming and continuing to be a glider pilot.

First Solo

It was frightful yet fascinating in its silence and beauty. It is something that no other experience will ever come close to in comparison. The true rush of being up there alone is not the fact that you are alone. It is the fact that through your own effort of will and determination, you have achieved what so many others fear. To fly is to see things in a way that no one else sees.

I was floating in a picturesque landscape that others envied me for. Coming down and hearing the praise of those who witnessed my first flight was more gratifying to me than anything ever I have done so far in my brief life.

I believe that one of humanity's goals is to stretch oneself to become better constantly. I also believe that flight is the ultimate achievement of stretching oneself. You can only go to where you dare to reach. So - why not reach for the feathered heights and let the gentle winds caress your fervent dreams?

Solo Pilot Cody Johnson, Age 17, May 2007

Who Hatches The New Wings?

by Ginny Farnsworth

Who's responsible for all this enthusiasm about learning to fly? CFIG Kenny Price, of course! For those of you who are new to the field, here's a little background on the instructor who's working with you.

Kenny Price was born to fly. He's been an airman all his life. He began his flying adventures in a 1946 Taylorcraft with his dad, also known as Ken, before he could reach the rudder pedals. Today, Kenny co-owns a "cherry" 1961 Piper Supercub with his Dad, which he flies for recreation and transportation. His "other car" is the Supercub that he sometimes commutes to work in! In addition to being a Certified Flight Instructor – Gliders (CFIG), Kenny holds FAA ratings as a glider and single engine airplane instructor, and commercial ratings in gliders, single engine land and seaplanes, and an instrument airplane rating.

Kenny began flying gliders in 1989 at Lagoon Valley, the original Mayes glider operation. He earned his CFIG in 1993, and for two years he built his hours as a glider pilot and instructor, teaching and soaring at both Williams Soaring Center and Crazy Creek .

In 1995, Kenny took the position of Chief Instructor at WSC, and has been instructing full time ever since. He takes his students from the basic skills level through solo and licensing, then mentors them in cross country flying. If you fly with Kenny, you can count on focusing on precision skills, decision making, safety, and continuity!

In 1996, Kenny was recruited by the USAF to transition their officer/instructors to high performance gliders. He brought the "jet jockeys" up to speed, honing their skills from piloting Blaniks to piloting the Schempp-Hirth Duo Discus and Discus that are part of the WSC fleet. To finish up the "fine tuning" he went to Colorado Springs to work with the pilots in the high performance ships on their home field. (Details in Nov 2006 Windsock)

Kenny has been the recipient of the SSA award for Top Producing Instructor from 1997 – 2006. His own students, the USAF instructors, received the award in 2007 while teaching at a private operation in Colorado—who can compete with the USAF when it comes to a dedicated pool of students!



Back in Nov 4, 2005, CFIG Kenny Price takes the newly arrived ASK-23 on its maiden flight at WSC. Photo by Tom Jue.

2007 VSA Saturday Race Series *By Ginny Farnsworth*

The race series is well under way, with race day 9 approaching at the time we go to press.

Jim Darke, CD (Contest Director), has scored flights and posted the results each week on the forum. He's often found huddled behind the desk with his computer, while the rest of us are enjoying chips and beer on the lawn. Thanks, Jim, for your dedication!

There have been a few good days and a few marginal days, but we've flown every race day so far. Some days have been good enough to complete several courses, and a few days have lured pilots to reach out too far to get back home. On those days we thank the ground operations and tow pilots/ground crews for their dedication to getting us all back to the airport in time for dinner.

As a new participant in the series, one of the things I am enjoying most (not counting the flying) is the learning process that comes with balancing reaching out for new goals and being conservative enough to stay safe.

The pilot briefings, usually conducted by Peter Kelly, are a big part of this learning process. Thanks, Peter, for sharing your wisdom! The debriefings and stories at the end of the day around dinner are the other piece.

Rex is usually there to add some perspective and help put the pieces of the day's conditions/flights together. Thanks, Rex, for your insights! It is amazing how much can be learned by listening to the veteran racers.

Below are the scores as of Race Day 8. Many of the flights are posted on the forum. For those who are not racing, but are at the glider port on Saturdays, stay a while and enjoy the food, stories and learn about the techniques of flying the mountains! BBQ details are posted on the forum. Remaining Race Days are Saturdays, June 30; July 14, 28; August 11, 25; September 8, 22; October 13.

Saturday Series Pilot	TOTAL POINTS	Total # of Tasks	100K Task Qualifier	200K Task Qualifier	300K Task Qualifier
Peter Kelly	5,773	7	9R		
Luke Ashcraft	5,688	5		18R	
Bob Ireland	5,574	5	9		
Jim Darke	3,940	5	9R		
Rich Parker	3,322	4	12R		
Pete Alexander	2,722	3	7R		
Key Dismukes	2,294	2	2		
Sergio Colacevich	1,761	2		13R	
Hal Chouinard	1,377	2	9		
Larry Roberts	1,344	2	12		
Scott Dokter	1,153	2		18	
Ginny Farnsworth	671	1			
Mike Green	624	1	9		

Scrollers vs. Mappers

BY PAT and JJ SINCLAIR

In the beginning, there were no computers and soaring pilots practiced the dying art of map reading. Then came the first single function computers like the Cambridge M-nav which would give distance and altitude required to fly to a single destination.

Life got a whole lot easier, but there was a catch. We were required to tell the computer every time we stopped to thermal or it would keep clicking off miles toward the selected destination.

Then came GPS and a wheel barrow full of problems just got solved. We didn't have to tell the computer where we were, it knew, better than we did.

Computers got better and we could put in several turnpoints and it spit out the distance to go + the time it should take to do what we just selected and most importantly, the altitude required to do it!

About this time two general types of airborne computers emerged, one used a moving map in a PDA, the other selected the desired turnpoints from the data base and loaded them on a "task", page I call the two groups the "Moving Mappers" and the "Scrollers" because the scrollers must scroll through the whole data base when loading the desired task. Here in lies the subject of this reporter's ramblings.

We have two groups flying at Williams, based on the airborne computers they use. The PDA "moving mappers" want all turn points labeled as turnpoints so everything shows up on their moving maps. Easily recognizable names aren't too important to this group because they know the turnpoints by their location on the moving map.

The other group (roughly half) are using SN10's (see picture below), LX, B-100 (see picture below) and model-20 equipment that use the "scroll" method to identify and load points for task. This group must scroll through the present turnpoint list that numbers 120 points to identify and load 2 or 3 points on the task page. Easy name recognition is very important to this group as is a shorter number of points to scroll through.

I'm a scroller and not a happy camper every time I scroll through 120 points looking for a single data point. What to do?

I made up a personal Williams turnpoint list and asked John Leibacher to help in configuring it for my SN10. John suggested we consider publishing two Williams data base lists in order to satisfy both groups. Take a look at what I sent John (see below).

You can find it on the World Wide Turnpoint Exchange under, "Williams Alternative" (Wsc_jj). I have removed the "U", "E", and "R" designations from the names because it is redundant information and is using up much needed space in the name slot which is limited to just 7 characters.

On my list a "landable" point is given an "A"(airport) or "L" (landable) attribute and by definition, if it ain't got one of them, it ain't landable!

An "A" designation is given to a real airport and one would expect to see a large complex with a couple of runways, taxiways, and easy to spot. On the other hand, a point listed as "L" is probably a duster strip, maybe dirt and could be quite hard to find! This is valuable information and gives the glider-glider a clue as to what to look for.

Also, SN10 type computers will only give heading and "altitude required" information to those points that have been given an "A" or "L" attribute, so I have listed all points that could possibly be of use in an emergency.

I have assigned the "T" (turnpoint) designation to only the real turnpoints, and the rest as "L" for landable locations. By doing so, I have cut the "scrolling" roughly in half with only about 70 real turnpoints remaining on my "T" list. I added only one new point with an "L" attribute, Guinda, which I have personally inspected and found to be landable with even a hangar and wind-sock on the north end of a narrow strip along the west side of Hy.16 in the Caypay Valley. I removed a few non-traditional points like ARSA's and one dangerous point, Travis AFB, which is an active Air Force installation flying C-5s.

I have added an "L" designation to about 20 locations that have a runway listed. Some of these may be quite primitive and not suitable to all ships (span) and all pilots (experience), but I feel all available information should be made available to the pilot who will be making the final decision based on his/her airborne situation (pucker factor).

I have changed NO COORDINATES and all points used in the racing series are in my data base (Wsc_jj)

What do you think? I see no confusion between the two lists and everyone can choose the list they prefer.



JJ Sinclair

Williams Turnpoint List for Scrollers!

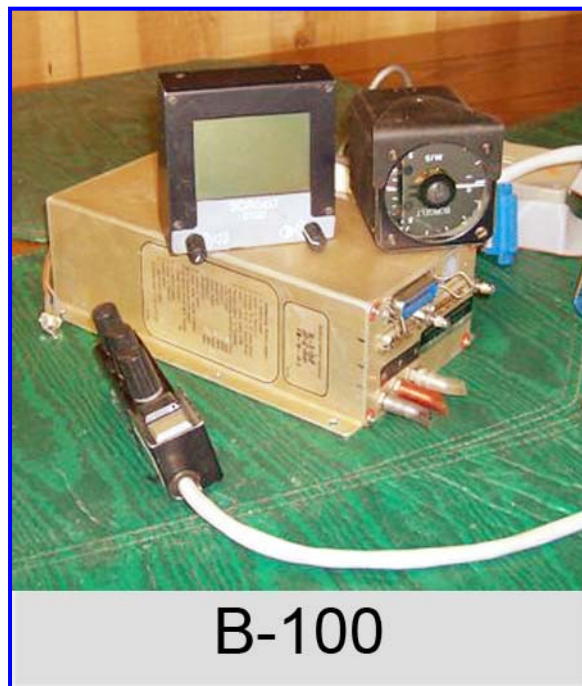
```

** ----- Williams 2007 wsc_jj 04Apr07 -----
** ++++++
** Control Points for Williams "alternative", California +
** +
** File Name/Version wsc_jj +
** Names:TP Names are alphabetical with WSC (the home base)listed first with a +
** preceding numeral one +
** +
** Landing Sites +
** Choice of landing sites is a pilot's personal responsibility. +
** Pilots must decide for themselves which control points may be landable for +
** their aircraft span and pilots ability . +
** +
** +
** Contributed by JJ Sinclair +
** +
** Contribution date was 01 May 2007 +
** This file was created as an alternative to Wsc-07d, primarily for users of +
** the SN10 and similar airborne computers. All coordinates remain the same as +
** as those in Wsc-07d and all points used in the Williams race series are in +
** this file. +
** +
** Magnetic variation: -15.9 +
** +
** Time zone: US/Pacific +
** Summer offset from GMT is -7:00, and in winter it is -8:00 +
** +
** Comment is control point description where available +
** +
** +
** UNOFFICIAL, USE AT YOUR OWN RISK +
** +
** Do not use for navigation, for flight verification only. +
** +
** Always consult the relevant publications for current and correct +
** information. This service is provided free of charge with no warranties, +
** expressed or implied. +
** User assumes all risk of use. +
** +
** ++++++
1,39:09.800N,122:07.900W,68F,HTASF,1WSC ,25HX90W 16/34 23.3
2,39:00.783N,122:21.525W,1100F,T,20-16
3,39:07.304N,122:19.972W,2000F,TSF,3Sister ,
4,38:43.940N,122:33.830W,1130F,TL,7M ,20SX90W 12/30
5,39:40.283N,121:53.027W,120F,L,AcreWood ,?HX?W 16/34
6,39:39.162N,122:43.309W,4550F,T,AldrSpr ,
7,38:34.721N,122:26.122W,1850F,TA,Angwn ,32HX?W 23.0
8,39:08.788N,122:21.418W,500F,L,Antelop ,20SX?W Nw-Se
9,39:50.770N,122:57.880W,6954F,T,AnthonyM5 ,
10,39:01.038N,122:03.448W,140F,T,Arbukle,I-5 Overpass
11,38:30.804N,122:06.260W,500F,T,Bersa D ,
13,39:06.290N,122:25.920W,1400F,TL,BearVly ,25SX?W E/W Driveway
14,40:34.467N,122:24.446W,725F,L,Benton ,25HX?W 22.8
15,39:43.607N,122:52.344W,7448F,T,Black B ,Peak On Hill
16,39:17.138N,121:41.658W,75F,TL,Bowls ,?X?W 15/33
17,38:39.844N,122:11.420W,3060F,T,Bersa T ,
18,40:37.083N,122:42.667W,5015F,T,Buckhrn ,
19,39:46.156N,122:31.265W,800F,L,Buro1Gap ,12SX90W -N/S Sofhouse
20,39:45.036N,122:31.075W,800F,L,Buro2Gap ,?SX90W N/S Eofcrk
21,38:34.741N,122:34.394W,350F,T,Calisto,Betwn TRLS And Road
22,39:40.552N,122:18.668W,400F,TL,CalWrth,40HX?W Priv
23,38:43.956N,122:08.558W,390F,T,Casino ,Use Nearby Fields
24,39:09.798N,122:15.820W,150F,L,Charter ,20SX?W Narrow
25,39:47.617N,121:51.796W,200F,TA,Chico ,67HX90W CT21.0
26,39:10.736N,121:59.596W,47F,TA,Colusa ,30HX90W 22.8
27,39:11.449N,122:11.966W,100F,L,Cooks ,20HX?W Weeds-Equip

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28,39:56.634N,122:10.268W,292F,TL,Corning ,27HX?W 23.0
 29,38:46.161N,122:34.174W,1000F,TL,CrzyCrk ,
 30,39:56.898N,121:59.267W,285F,L,DeerCrk,?HX?W Pad2k Square
 31,39:34.279N,122:36.609W,1300F,TL,DimondM ,?SX?W LND To W Uphill
 32,38:55.050N,121:56.805W,60F,L,DunignN ,N/S 1400 FT
 33,38:51.007N,121:57.902W,100F,T,DunignS,
 34,39:58.070N,122:44.351W,6663F,T,Eagle P ,Betwn-Yolla/M3
 35,39:35.114N,122:35.046W,1050F,L,ElkCrk1 ,15SX250W E/W BTWN RDS
 36,39:36.203N,122:32.790W,800F,L,ElkCrk2 ,25SX?W E/W W Of Town
 37,38:39.210N,122:01.691W,240F,TL,Esparto ,20HX?W Al Adobe N-S
 38,41:01.135N,121:26.000W,3330F,TL,Fallrvr,25HX?W 02/20 22.8
 39,40:05.041N,122:13.007W,300F,T,Gerber5 ,I-5 Overpass
 40,38:52.006N,122:26.317W,2200F,T,Gold M ,CTR Of Pond
 41,38:53.896N,122:26.782W,2500F,L,Gold R ,E/W Cattle - Crops
 42,39:04.780N,121:54.910W,40F,TL,Grimes ,20SX?W Dirt
 43,39:27.068N,122:57.261W,1900F,TL,Gravelly ,20SX?W Ne-Sw Rough
 44,39:15.610N,122:42.900W,6100F,T,Goat M ,
 45,39:19.950N,122:46.023W,4500F,T,Goat n ,Pass N Of Goat
 46,39:12.836N,122:39.046W,4400F,T,Goat S ,Pass S Of Goat
 47,38:44.360N,122:31.380W,980F,L,Guenoc ,15/33 Beside Hill
 48,39:21.163N,122:05.626W,60F,TL,Gunersf,20SX?W 22.8 16/34
 49,40:32.821N,123:10.781W,2320F,TA,Hayfork ,?X?W 25-07
 50,40:28.427N,122:59.475W,6399F,T,HayFk P,
 51,40:08.512N,123:23.682W,2493F,TL,H H Wtr ,
 52,39:02.945N,122:41.561W,1760F,L,HighVly ,E/W Near Road
 53,38:52.311N,122:40.635W,2080F,L,Hoberg ,Closed-14/32
 54,40:37.567N,123:28.122W,1280F,TL,Hyampom ,29HX?W 14/32
 55,39:16.150N,122:28.841W,1280F,TL,Indian ,20SX?W Weeds
 56,38:48.448N,122:35.610W,1000F,L,Johnson ,
 57,39:27.268N,121:42.098W,110F,L,Jones ,26SX?W 15/33
 58,38:58.480N,122:45.945W,4300F,T,Knocti ,
 59,40:21.670N,122:12.950W,610F,L,Lake Co ,15/33-Pvt-No Aero Tow
 60,38:59.417N,122:54.006W,1378F,TA,Lampson ,30HX?W 22.8 10/28
 61,38:45.880N,122:38.650W,1140F,L,Larrys ,
 62,38:54.550N,121:21.080W,120F,TA,Lincoln ,25HX?W 23.0 Aw24.25
 63,39:05.902N,122:41.519W,1350F,L,LongVly ,Cultvtd FLDS
 64,39:56.339N,122:46.838W,6580F,T,M3 - ,3SM SW Of Eagle6663
 65,39:46.284N,122:41.060W,5068F,T,M6 ,
 66,39:17.239N,122:11.360W,85F,T,Maxwell,Weeds Ruts
 68,39:04.530N,122:04.933W,80F,L,Millers ,20SX50W E/W Rwy Lites
 69,39:06.204N,121:51.005W,35F,L,Moronis ,16/34
 70,38:40.156N,122:37.717W,4200F,T,StHelen ,
 71,38:45.008N,122:22.088W,1410F,T,Mysteri,35SX50W14/32 Lites
 72,38:12.576N,122:16.702W,20F,TA,Napa Co,40HX100W CT18.7
 73,39:34.774N,122:11.888W,145F,L,Noltas ,N/S
 74,38:22.661N,121:57.716W,110F,TA,NutTree ,25HX100W 22.7 02/20
 75,39:50.260N,122:05.371W,180F,TL,Orlnd 7 ,15SX?W Dirt N/S
 76,39:43.267N,122:08.785W,215F,TA,OrlandH ,30HX?W 22.7
 77,39:29.422N,121:37.319W,192F,TA,Oroville ,25HX100W 22.8 N-S
 78,40:20.646N,121:46.379W,3450F,L,Pondero ,E/W Dirt
 79,39:42.616N,121:36.986W,1300F,L,Paradis ,20HX?W 22.8 17/35
 80,38:38.098N,122:24.165W,640F,L,PopeV D ,06/24 Grassn Of PV
 81,38:36.646N,122:23.503W,620F,TL,PopeVly
 82,40:09.052N,122:15.142W,349F,TA,RedBluf ,25HX?W 23.6 15/33
 83,39:43.191N,121:52.229W,173F,L,Rcncho ,15SX250W 22.9 15/33
 84,38:53.381N,122:17.466W,2800F,T,Ridge N ,
 85,38:43.798N,122:14.627W,1500F,T,Ridge S ,
 86,40:30.583N,122:17.690W,500F,TA,Redding ,35HX?W 30-12 Call TWR
 87,39:29.855N,121:46.245W,100F,TL,Richval ,16/34
 88,38:11.623N,121:42.342W,20F,TA,RioVist ,?HX?W 7/25 22.8
 89,39:47.472N,123:16.244W,1434F,TA,Round V ,?HX?W 28-10 TWR NW
 90,40:16.941N,121:14.470W,4528F,TL,Rogers,?HX?W 5/23 22.8
 91,40:00.909N,122:23.475W,530F,TL,RanchoT ,25HX100W E/W
 92,38:55.234N,122:18.234W,2550F,T,RumsyGp ,N Of Gap
 93,40:12.696N,123:17.871W,2781F,TA,Ruth ,35HX?W 22.8 No Tows
 94,40:31.316N,121:49.021W,3880F,L,Shingle ,?HX?W 1/19 22.9
 95,39:29.467N,122:44.047W,6500F,T,shetirn,
 96,39:18.525N,122:20.554W,300F,T,Sites ,Hay Fields
 97,40:19.050N,123:15.230W,2511F,L,SlvrCrk ,20SX?W 13/31
 98,38:47.900N,122:10.700W,200F,L,Guinda ,N/S on w side hy.16
 99,39:22.692N,122:45.604W,7000F,T,SnowMtn ,



B-100

100,39:25.924N,122:41.618W,6500F,T,StJohn ,
 101,39:21.979N,122:33.140W,1230F,T,Stonyfrd ,Dirt -Hostile
 102,39:03.200N,122:05.740W,120F,L,Strain ,25HX?W 16/34
 103,39:12.346N,121:49.233W,2080F,T,SutrBts ,
 104,40:12.300N,123:00.580W,7770F,T,T15 ,
 105,40:08.209N,122:49.031W,6730F,T,T16 ,24 SM To Tehama
 106,41:00.261N,123:02.221W,8900F,T,TrintyA ,15N Of Weavrvl
 108,39:17.054N,122:40.312W,4200F,TSF,TreeFrm,
 109,40:58.957N,122:41.621W,2400F,TA,TrintyC ,32HX?W 14/32
 110,39:07.580N,123:12.060W,614F,TA,Ukiah ,44HX75W 23.6
 111,38:31.881N,121:47.189W,70F,TA,U Davis.?HX?W 22.8 16/34
 112,38:21.690N,122:04.534W,2000F,T,VacaPnd- ,
 113,39:05.627N,121:43.053W,40F,L,Vandfrd ,15SX?W 16/34 Fences
 114,38:52.483N,121:42.594W,20F,L,Wagner ,14/32-May Be Ok
 115,39:27.093N,123:22.350W,2020F,TL,Wilits ,30HX?W 22.8
 116,39:31.003N,122:13.181W,130F,TA,Willows ,30HX75W 22.8 13/31
 117,39:05.911N,122:29.323W,3560F,T,WalkerR ,
 118,38:40.444N,121:52.322W,120F,TA,Woodland ,?HX?W 22.8 18/36
 119,40:44.830N,122:55.342W,2300F,TL,WeaverV ,30HX?W Uphill To N
 120,40:02.331N,122:51.844W,8000F,T,Yolla P ,25 SM Toranchoteh
 121,38:34.777N,121:51.413W,100F,TA,Yolo Co,40HX?W 23.0 16/34

The Egg Is Back

by Ginny Farnsworth

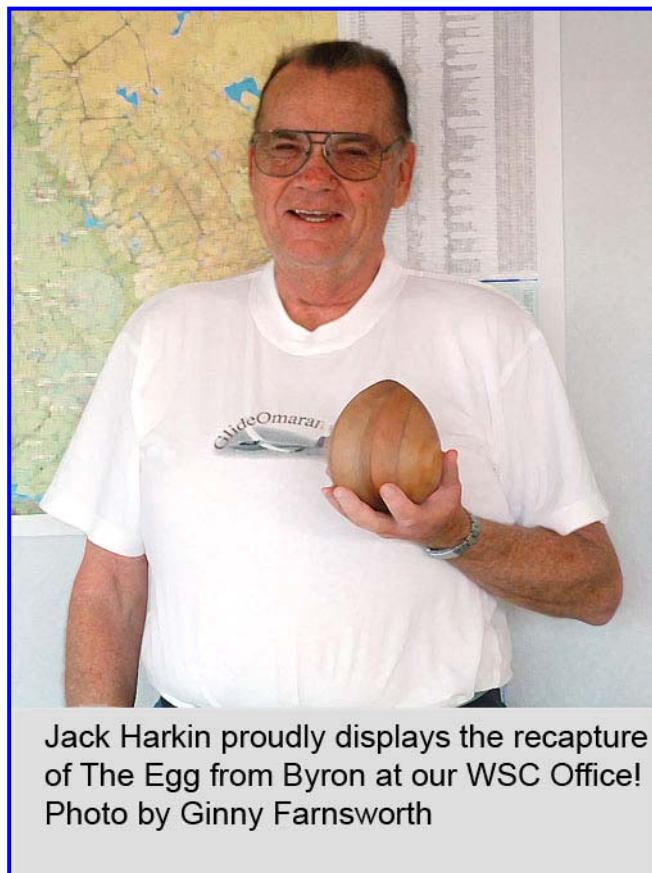
For the uninitiated, here's a very brief explanation of the Pacific Soaring Council's "Egg Trophy". The "Egg" is a hand carved walnut egg trophy that was established as an incentive for cross country flying. The Egg is captured when a glider pilot flies XC and lands at the gliderport where the Egg is currently residing. The pilot "captures" the egg and returns to the gliderport where the flight originated either flying their glider or towing the glider back in its trailer. The history and background of the Egg can be found at www.valleysoaring.net/egg.index.htm

For those of you following the Egg captures this season, here's the update:

January 2007 – Rex Mayes and EJ Indrebo take off from WSC and climb to 18,000 ft in the ASH25 – FNX – over Sutter Buttes, turn south, and fly the wave to Byron, landing at sunset and capturing the Egg. Flight duration 4.4hours

April 17, 2007 – Ramy Yanetz – LS4 TG, Shannon Madson – Grob102 SS, and Morteza Ansari – ASW 20 EP take off from Byron and Ansari lands at WSC to claim the Egg. Morteza and Shannon are relatively new XC pilots, with only 1 year of experience. Shannon turned Williams for a declared Diamond goal flight, and Ramy turned Willows and WSC for a flat distance triangle 535km!

April 22, 2007 – Jack Harkin takes off from Williams and flies to Byron in his ASW 27, recapturing the Egg from Byron and returning it to WSC, where it currently resides. Flight duration was 3.2 hrs, avg speed 62 kts, max altitude 4,200 ft – that's no typo! Says Jack, "Neither rain, sleet nor snow kept the egg in Byron. It is indeed a long lonely glide across the delta."



Jack Harkin proudly displays the recapture of The Egg from Byron at our WSC Office!
 Photo by Ginny Farnsworth