

# WINDSOCK

The Valley Soaring Association Journal

Editor: Tom Jue

VSA web site: <http://www.valleysoaring.net/>

February 11, 2007



This picture of last year's Doc Mayes Memorial captures the essence of the event: The pilots, the dual tows and the two trophies. Pilots come from afar to compete for the **Doc Mayes Trophy** (left) and the **Lee B. Peterson Trophy** (right). See article by Ginny Farnsworth which details the rich history behind these trophies. As with our last Oktoberfest, there will be beverages provided during the day and a wonderful family dinner served during the evening. Call or email Williams Soaring Center to RSVP. Composite photo by Tom Jue.

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*PRESIDENT'S MESSAGE*



**VSA President and Festus**

Luke Ashcraft's golden retriever Festus died of cancer on January 2, 2007. Festus was a common sight at WSC and enjoyed the company of Sampson, Brutus and all the people at WSC. Festus lived to be 11 years old and will be very dearly missed. Photo taken on April 29, 2006 by Tom Jue

The winter season this year in the Sacramento Valley has proven to be unusually dry. Average rainfall for the area is normally 11" by the end of January, and only about 4.5" of rain has been received to date, less than half of the normal precipitation expected by this time. With less rainfall, post-frontal instability becomes diminished by atmospheric high-pressure, and pre-frontal wave soaring is limited.

However, adventurous wave flights have been the highlights of 2007. On January 20, WSC's own Rex Mayes was the hero of the day by climbing to 17,999 in the big bird over the Sutter Buttes. The wind was blowing from the north, and according to Rex, the wave "was very easy to stay in but I could have done a better job." He really could not have done a better job. Way to go Rex!



**EJ Endrebo (left) and Mike Schneider (right)**

On the following day Rex and EJ Indrebo set out in the ASH 25 to give the Sutter Buttes wave another run. Their goal was to get high at Sutter and go south, possibly reclaiming the PASCO egg. The first attempt ended in a land-out,



**Rex Mayes (left) receiving The Egg**

but determination prevailed, and on the relight they climbed to 17 K a couple of miles south of the Sutter Buttes. From 17,000 ft, they proceeded downwind to Mt. Diablo, where they climbed to 17,999 ft and then flew south to the Santa Cruz Mountains. They were joined there by Ramy Yanetz in his LS-4, and both gliders climbed back to 17,999 ft.

Returning to the area of Mt. Diablo and Byron required the pilots to battle a 50 knot head-wind, which they bravely accomplished. After landing at Byron, Rex and EJ grabbed The Egg and returned it to its loving home, WSC. Also flying were Kenny Price and J.J. Sinclair. KP made it to 11.5 K in the big bird, (Jerry Anonis' ASW 22). Ginny Farnsworth and Larry Roberts gave it some consideration, but decided to stay on the ground once the winds reached an average of 25 kts on the runway.

Yet another mountain wave soaring day was January 11, 2007. Northern California was experiencing record cold temperatures and a group of pilots took advantage of more north wind. Surface temperatures barely reached 35 Fahrenheit. By noon the wind speed had dropped to the lower twenties, and several pilots launched and towed to Snow Mountain. Only Ramy Yanetz was able to stay in the wave. He found the lift on the southwest side of Snow Mountain and climbed to 17,000 ft. From Snow Mountain he proceeded south to Calistoga, where he climbed back to 15,000. Ramy flew downwind from Calistoga to Livermore and luckily, Key Dismukes needed a ride back to the Bay Area and drove Ramy's car with glider trailer in tow. Nice Job guys!

On a sad note, I would like to say good-bye to Richard Hanchu. Richard is moving to New Zealand, where he undoubtedly will be enjoying the soaring culture. Richard has been a very big part of Williams Soaring Center. Noelle Mayes reports, "Richard got the new forum going and modified it so that we could add photos and flight traces. Also, he made the online schedule and added the Weather Station and the 2nd web cam." The WSC forum and web cam are a really great benefit to everyone. Life, without them, would be quite dull. If you see Richard, please give him a big thank-you. Thanks Richard!

Luke Ashcraft, VSA president

## THIS YEAR VSA MEMBERSHIP DRIVE 2007 WE WANT YOU!

YOUR VSA MEMBERSHIP supports our soaring events as well as our quarterly Windsock newsletter publication, which reaches out to everyone in our valley soaring community.

**If you do not see your name on the list below, join or renew your membership now by US Mail or PAYPAL!**

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### LAST YEAR VSA MEMBERSHIP ROSTER 2006

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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.

## VALLEY SOARING ASSOCIATION - OFFICERS, ADMINISTRATION and STAFF

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**Williams Soaring Center**  
Noelle & Rex Mayes



**Web Master**  
Peter Kelly



**Newsletter Editor**  
Tom Jue



**Newsletter Editor**  
Ginny Farnsworth



**Mascot**  
Brutus

# CALENDAR for WILLIAMS SOARING CENTER

CALENDAR OF EVENTS	2007 DATES			
<b>Valley Soaring Associating Racing Series</b> Williams, CA All Race Days are on a Saturday	#1	Mar 17	#9	9. Jun 30
	#2	Mar 31	#10	10. Jul 14
	#3	Apr 7	#11	11. Jul 28
	#4	Apr 21	#12	12. Aug 11
	#5	May 5 <b>Doc Mayes</b>	#13	13. Aug 25
	#6	May 19	#14	14. Sep 8
	#7	Jun 2	#15	15. Sep 22
	#8	Jun 16	#16	16. Oct 13 <b>Last Race Day!</b>
<b>Avenal Contest</b> Avenal, CA	Practice on May 2 Contest from May 3 to 6.			
<b>Doc Mayes Memorial at Williams Soaring Center</b> Williams, CA	May 4 to 6			
<b>15 Meter Nationals</b> Mifflin ,Pa	Practice from May 13 to 14 Contest from May 15 to 24			
<b>Open Class Nationals</b> Albert Lea, MN	May 27 to Jun 6			
<b>Region 11 Regionals</b> Minden Nevada,.	June 18 to 22			
<b>Std Class Nationals</b> Hobbs, NM	Practice from July 15 to 16 Contest from July 17 to 27th			
<b>Sports Class Nationals</b> Waynesville, OH	Practice from Jun 10 to 11 Contest from Jun 12 to 21			
<b>Air Sailing Region 11 Sports Class</b> AirSailing, NV	Practice on July 22 Contest from July 23 to 28			
<b>Air Sailing Thermal XC Camp</b> AirSailing, NV,	Jun 3 to 8			
<b>Oktoberfest at Williams Soaring Center</b> Williams, CA	Oct 14 Sat			

## Oktoberfest 2006 - People Pics



## Doc Mayes Memorial Spring Contest

by GINNY FARNSWORTH



**Ginny Farnsworth**

Soaring overhead at Oktoberfest 2006.

Photo by Tom Jue

Spring is approaching, and with it the anticipation of a new soaring season. March is just around the corner, and the VSA race series begins Saturday, March 10. In the midst of the Race Series is the annual Doc Mayes Memorial Spring Contest which traditionally kicks off the summer soaring season. A combination flying contest and evening dinner event, the weekend both commemorates and celebrates the life of George R. "Doc" Mayes – Rex and Rusty's dad.

As a relative newcomer here at WSC, I was interested in hearing the history and lore of how this contest came to be. The following background was gleaned from an afternoon of listening to Rex and Noelle recount tales of past events, researching the archives of Pete Kelly's Soaring Digest, and reviewing the contest rules and awards descriptions from the WSC files.

The current contest evolved from the Lagoon Valley Spring Contest, which was held at Lagoon Valley Soaring in Vacaville, beginning in 1985. It was a distance flying contest, divided into two classes. Pilots who had not yet achieved a gold badge flew the Sports Class, and pilots with a gold badge and better flew Open Class. Looking back over the records from the early years, the champions of the first Lagoon Valley Spring Contest were Al Bennett in the Sports Class, and Paul Sasse in the Open Class.

In 1988, during the spring contest, Doc Mayes was killed in a tragic biplane accident at Lagoon Valley. In 1989, the contest was renamed the Doc Mayes Memorial Spring Contest to commemorate Doc, his love of flight and his contributions to the soaring community. A new wall plaque was created, and the very first champions of the Doc Mayes Memorial Contest were Peter Kelly and G. Humphrey in the Sports Class, and John Volkober in the Open Class.

Around 1995 or 1996, (was that really over 10 years ago?) the Chico Soaring Association's "Chico Distance Camp" was merged into the WSC spring events, eventually becoming part of the Doc Mayes Contest. The distance task for the Lee B. Peterson Award, originally the trophy for the Distance Camp, became part of the Doc Mayes festivities. Both the Doc Mayes Trophy and the Lee B. Peterson Trophy recognize yearly distance records for flights originating at WSC.

The winner of each trophy is decided on the weekend of the Doc Mayes Contest and the trophies are presented. Over the summer, the names are engraved on the plaques, and at the Oktoberfest, the trophies with the updated names are displayed. I'll review the differences in the tasks and awards below.

The Doc Mayes Trophy is a memorial in honor of George R. "Doc" Mayes, who, in 1984 purchased the glider operation and renamed it Lagoon Valley Soaring. The trophy was historically awarded for the best single flight during the three day Spring Contest hosted by the Mayes Family.



To encourage participation and create a more unique format, this award was changed to the greatest combined distance on the two best flights of the weekend. The trophy is now awarded to the pilot flying the greatest

handicapped distance, on the best two flights originating from Williams during the three day contest.

This trophy is a beautiful free form sculpture, created by soaring pilot Stephen Irving, from driftwood and burl. It now resides in the office of WSC. The champions' names from 2000 – 2006 are engraved in brass plaques attached to the trophy base. Peter Kelly was the first to have his name engraved on this trophy in 2000, with a total distance of 256 SM. The pilot most recently receiving the award was Ray Gimme, who in 2006 flew a total of 449 SM distance in his ASW 27.



The Lee Peterson Trophy is a memorial in honor of Chico Soaring Association member Lee B. Peterson who was killed in an auto accident in the Sacramento Valley. This award was historically administered by the Chico

Soaring Association, and was strictly a distance trophy. To encourage greater participation, minimize the adverse effects of long duration flights, and thereby allow more end of the day interaction between pilots, the award was changed to the greatest distance

within the maximum allowed time. The trophy is awarded to the pilot flying the greatest handicapped distance on a single flight originating from Williams during the three day contest.

This trophy is a beautiful sculpture of metal and wood depicting 2 gliders flying in formation. The champions' names from 1971 – 2006 are etched in brass and attached to the base of the trophy. Bob Klemmenson was the first recipient of this trophy in 1971 when he flew 327 miles in his Standard Cirrus. In 2006, Ray Gimme received the award for a flight of 241 SM in his ASW 27. This trophy also resides in the office at WSC.

On Saturday night of the contest weekend, many members of the soaring community turn out to socialize and feast, share the memories of the day and contests of past years. The occasion is celebrated by veterans and new initiates to the soaring community, and everyone in between. It is a wonderful combination of good company, good stories, and good food and fun. Now that I know a little of the history of the event, I look forward to hearing more about the early flights. Hope to see you there!!

### **RULES APPLYING to BOTH THE DOC MAYES and LEE PETERSON AWARD**

- ✓ **CH (Carl Herold) handicap applies.**
- ✓ **Launch time is at the discretion of the pilot.**
- ✓ **The Pilot will select the start and the turn points from a published data base (Williams, Montague, Truckee, etc.)**
- ✓ **Any point in the current WSC database may be used as a turn point.**
- ✓ **The pilot will submit a landing card stating the turn points, distance, raw distance, and handicapped distance.**
- ✓ **GPS flight recorder will be used to validate the winner's score, if GPS is used.**
- ✓ **Other than the start and the finish, a maximum of 11 turn points may be used.**
- ✓ **A minimum of two (2) turn points must be used between a repeated turn point.**
- ✓ **Start, finish, and all turn points will use a cylinder of 0.25 statute miles.**
- ✓ **The CD will specify a maximum course duration for each day.**
- ✓ **Water ballast may be used, and a 10 % penalty will be applied to the score.**
- ✓ **Race Series Rules remain unchanged for the Race Series flights.**

# Nylon Descent

BY PAT and JJ SINCLAIR

I worked on 3 ships this year that had their canopies hard-wired to the fuselage. One had a palm-nav & GPS mounted on the canopy rail with the connecting wires running back into the instrument panel.

Two others had transponder antennas mounted on the instrument hood that was part of the canopy.

What's the problem? In a bailout, the canopy will not separate cleanly. The wires and cables could get wrapped around your arms, legs or neck. The jettisoned canopy could be flailing around as far back as the wires and cables allow.

If you mount things on your canopy rail, they should use an easy slip-free connector.

In a recent mid-air accident in England, two ships ran into each other at 1500 feet, over the gliderport. Both pilots attempted to bailout, but only one was successful.

The pilot who had his palm-nav mounted on the canopy rail didn't make it! (See photo, note also the redneck central heating system)



### This Pilot Didn't Make It

This pilot who had his Palm Pilot navigation system mounted on his canopy rail didn't make it. Also note the redneck central heating system. Photo provided by Pat Sinclair.

Some of us may believe that bailing out of our sailplane is an extremely remote possibility.

**Let's take a look at the bailouts from this area over the last 30 years.**

### 1. Concept 70 at Minden

While going through the start gate at redline, the ailerons fluttered. The ship was shaking so bad that both main wing pins rotated out of the spar bushings and the wings fell off! (note, wing pins were not safety'd). Nylon descent was successful.

### 2. Sassily-Chase 101 (home-built) at El Mirage

Pilot got his open class sailplane into a spiral dive while attempting to take turn-point photo. Wings flexed so much that pilot was unable to recover from spiral-dive. Nylon descent was successful.

### 3. ASW-20 at Tulare

Mid-air collision in a cloud between ASW-20 and LS-4. ASW-20 pilot attempted to bailout, but didn't remember to jettison his canopy and tried to get out by shoving the canopy open. After struggling for nearly 4000 feet, he finally got out, chute streamed out, but he hit the ground before chute could fully deploy. LS-4 pilot made a successful nylon descent. ASW-20 driver is no longer with us.

### 4. LS-3a at Air Sailing

Pilot was disoriented after hitting a big bump with straps loose. Momentarily knocked unconscious, she felt the ship was uncontrollable and elected to bailout. Nylon descent was successful. Note, canopy rose up about 4", rotated 90 degrees and momentarily pinned her arm against wing root.

**5. Home-built, Sky Sailing (Bay Area)**

First flight on new ship. Spoiler malfunction, one open, one closed. Pilot jettisoned canopy, released belts, stood up in the seat and pulled ripcord. Chute blossomed and went into tail feathers. Nylon descent was unsuccessful.

**6. Discus B at Minden**

Mid-air between two Discus(s). One landed successfully, other pilot bailed out. Nylon descent was successful. Note, pilot opened canopy in the normal manner, but failed to jettison it. Old habits die hard.....this is the reason we should practice emergency egress every now and then. Simulated of course, on the ground and only touch the appropriate jettison lever (s).

**7. Ventus A at Cal City**

One aileron became disconnected and ship went inverted. Canopy would not jettison and pilot had to kick out the Plexiglas. Nylon descent was successful.

**8. Ventus B at Cal City**

Mid-air, elevator was jammed in the full up position and ship was doing loops in the thermal. Pilot had to kick out canopy. Nylon descent was successful. Note: there seems to be an issue with the side mounted canopy not jettisoning when under G loading.

**9. H-201 Libelle at Skykomish Valley**

Mid-air with a DG-400 on the ridge near Skykomish Valley (Seattle area). Libelle pilot was momentarily knocked unconscious, then exited the ship through the shattered canopy without jettisoning it. Nylon descent successful for Libelle pilot. DG-400 pilot was unable to exit ship and is no longer with us.

**10. ASW-26 at Reno**

Pilot inadvertently entered a lenticular cloud. Ship broke up as pilot tried to maneuver in the cloud. Nylon descent was successful.

Note: pilot was injured while being dragged on the ground in 30-knot winds.

**11. ASG-29 at Minden**

Mid-air with a Hawker biz-jet - Miraculously, all 6 individuals involved survived this accident. Nylon descent by glider pilot was successful.

I try to stay mentally prepared to abandon my sailplane. It can happen in a heart-beat, a thud from the rear, nose pitches over and back stick does nothing. You may have only seconds to get out. I use what I call the triple B's

<b>TRIPLE B's.</b>
<b>Bonnet</b> (canopy) -----Jettison
<b>Belts</b> -----Released
<b>Butt</b> -----Get your BUTT up and out of the cockpit. Keep legs together and your eyes open (I'm bettin' your eyes will be wide open!) When you can see the whole ship-----Pull the ripcord!

Here's hoping that none of us ever need any of this, but being prepared is the key!



*JJ Sinclair*

*Member of the caterpillar club*

## Solo Antics

BY Kurt Pelto

Sometimes I wonder where the rituals in our lives originate. Weddings, tributes, holidays, dances, birthdays; all celebrations possess some degree of ritual and release. I am fascinated by the cultural and social underpinnings of rites we embrace. It also intrigues me that no matter the cultural origin, there are common threads that are woven into many of our customs.

Aviation is full of procedures and rituals; some to conduct simple flight or ground operations, some for safety and others to celebrate the moments when a pilot experiences the mythical release from earthly bondage.

Among the celebrations in the aviation community toward which I have cast a curious glance were the popular "Solo with a Splash" and the "Torn Tails". I suspect you have seen the event on the runway where the new solo pilot receives the warm shake of the hand, the chummy pat on the back... and the bucket of water on the head.

I inquired of pilots and instructors around the world to learn how aviators from different countries and traditions celebrate the first solo flight and the certification check-ride event. What I learned was fun, surprising and occasionally disgusting.

Many of us are familiar with the tradition of removing a new flight soloist's shirttail after the successful completion of their first solo. Where does that tradition come from and what does it mean?

I found the origins are unclear but this is one explanation I liked:

An enthusiastic new pilot races for his airplane looking to the sky. His instructor, reluctant to let an energetic new student fly away too soon, grasps the back of his shirt to restrain him. The fabric tears and the fledgling pilot soars away, albeit with a drafty tunic. The shirt rag is later displayed in the clubhouse or other common area for others to see. Some traditions include leaving the "solo rag" in place until the student completes their Private check-ride when it is returned to its owner.

Some of my friends in Germany report an interesting festivity. There the solo qualification consists of three successful circuits. When these



### Solo Antics in Germany

All on the airfield are invited to administer swats to the pilot's bottom. Photo obtain from public internet.

are completed, the pilot is awarded with a bouquet of thistles, stinging nettles and other prickly stuff. This arrangement is usually created by the last, most recent solo pilot.

After presentation of the bouquet, the new solo pilot stands stooped over the wing of the glider restrained by his instructor, his rear end in the air. Then all on the airfield are invited to administer swats to the pilot's bottom. This is believed to enhance a pilot's ability to sense thermals from the "seat of the pants".

The pilot is then drenched in cold water. After the day's flying is finished, the new soloist is obliged to present a crate of beer to the club and remain for the evening's relaxation.

Some friends in Belgium share a field with a German flying club and attest to witnessing such antics. Their feelings are that they would never engage in such barbaric behavior.

Their tradition is to seize the new solo pilot and drench him with a barrel of waste beer-spill from the club taps mixed with kitchen scraps and other debris. Then he is carried and tossed into a mud-pool, like civilized people would do.

In Sweden my friends report little expectation or excitement. As one acquaintance expressed,

"We don't have any strange rituals here in Sweden; I'm just expected to bring a cake sometime soon..."

Excuse me. \*yawn\*.....BOR-ING!

In an attempt to encourage my Swedish friends to try something more exciting, I suggested a version of my own ritual celebration.

They politely declined responding that they might find a trampoline but would not know where to get a flaming ring or any llamas.

In Russia, a pilot from St. Petersburg offered this description: "In Russia, the ritual is the following. After second solo landing (pilot performs 2 consecutive solo flights to be qualified) all available people run to the glider, pull pilot out from the cabin and toss him up some number of times. After that, pilot treats everybody with sweets and cigarettes. And in the evening it is of course a big party."

Because I grew up near a large Russian community, I can attest to the "of course a big party" part. It seemed my Russian neighbors were always ready to throw a party... and each other.

In Slovenia, it is difficult for me to tell if a soloist is celebrated or punished.

As my friend describes, "You got quite painful kicks from other pilots that flew that day in Slovenia for your first solo." We can only hope he means only the other pilots on the field that day.

There are other stories with minor variations.



#### Solo Antics in Slovenia

Painful kicks from other pilots that flew that day. Photo from public internet

However, one that has had a lasting impression on me was offered by a pilot in Brazil.

He says, "On the club where I got my first glider solo they drop a barrel of bullpooop mixed with water, a "bullpooop soup" over the new pilots. Then as the instructor is finishing dropping the load, he counts to three. Then the young aviator chases behind someone to grab onto. Everyone on the runway at that moment can be a victim, except the instructor.

I got the instructor. The penalty was doubled amount of beer and barbecue at the solo's evening party that day.

They say the poop-bath is to keep the witch away with the bad smell (it is her who brings planes down, as you may know)

For the same reason, on single engine solo they drop oil over the pilot to make the witch slide away when trying to get him.

"At least no one touched my butt!"

Yikes, give me a bucket of ice water anytime!

*About the author:* Kurt Pelto can be found soaring the Mendocino Range in the WSA Discus TMA, the Pegasus 3E, or the Duo Discus MG with a friend/passenger.

He often insists on the endless tow to the top of the boundary layer so he will not be distracted by "pesky thermals" as he calls them. He is a frequent participant in discussions on the WSC Forum.

Born in Michigan, he became acquainted with soaring when he looked up to see a Ka-6 thermalling up from a 900 ft. release on a winch tow. It was that pilots first solo. He took some intermittent power instruction, but eventually the image of the beautiful, white Ka-6 called him back to soaring.

In the eighties, he followed his dream and started training in gliders with Rex in Vacaville, earning his PP/glider rating.

Kurt took a break from soaring after the birth of his daughter in 1990, and returned to the glider port in the 2005-06 season. He found the challenge and magic of soaring were still there for him.

When not flying he is also a cartoonist, and professionally, Kurt works with medical imaging technology.

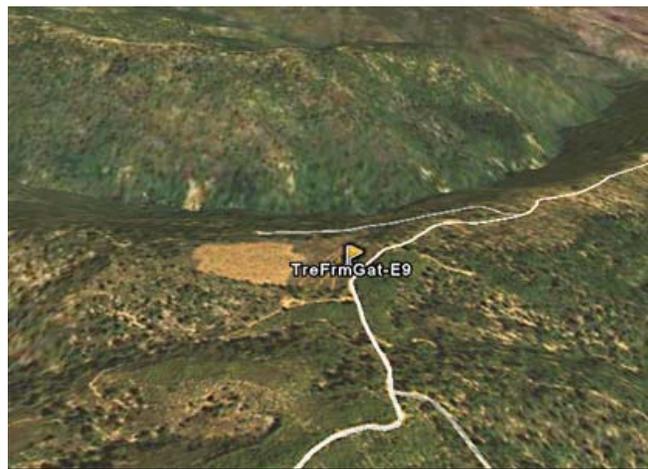
# LET'S RACE!!

BY Peter Kelly



### Doc Mayes Memorial 2006

Peter Kelly directing the pilots meeting with JJ Sinclair (center) and Bob Ireland (right).  
Photo by Tom Jue



### Tree Farm

Google Earth ( GE) Graphic of the Tree Farm as listed in the WSC turnpoint database. GE file created by Dan Dunkel.

## Overview

The Race Series has proven to be a popular event with all pilots at Williams Soaring Center. In the 2007 soaring season there will be a single race series with each race held on a Saturday. The Series will consist of a single class and all speeds will be handicapped based on the model of glider being flown. There will be a total of 16 racing days, beginning on March 17 and ending on October 13. Jim Darke will once again be the Contest Director.

The various underlying reasons for the race series are:

- ✓ Provide an arena for, and to encourage competition
- ✓ Encourage pilots to challenge themselves
- ✓ Establish a set of Standard Courses
- ✓ Encourage pilots to sharpen their racing skills
- ✓ Recognize those pilots who are able to develop good racing techniques

Several more courses have been added to the race series in order to provide racing opportunities when the lift is limited to certain areas. There are now a total of 26 standard courses. Six begin and end at Williams, seven at the Three Sisters turnpoint, and thirteen courses the Tree farm.

The large variety of courses from each gate allow pilots to select from a variety of the 100, 200 or 300 kilometer courses, depending on the location and strength of the soaring conditions on that particular race day. All courses are now triangles and are grouped according to their approximate size - 100k, 200k and 300k. A pilot must fly at least one course from each of the three groups and have accumulated the most points in order to win the series. Pilots are encouraged to communicate with the other pilots as to which starting gate they are planning to start from and which course they are attempting to complete, thereby allowing other pilots to compete on the same courses with each other.

Rules, schedule of race days, and list of approved courses are detailed below.

## The Rules for 2007

### 1. Open to all VSA Members

This Contest is open to all pilots who are current, paid-up members of the VSA. If not a current member, the pilot is welcome to join, and pay his dues on the same day that the first flight claim is submitted.

### 2. Schedule

a. The race will always be held on a Saturday as scheduled below, and there is no requirement for a minimum number of contestants to constitute a race day. Points will be earned by any contestant who completes a task on a scheduled Saturday Race Day.

### 3. Rules

- a) Only one pilot needs to launch on a scheduled race day in order to have his flight scored.
- b) Tasks. A contestant may choose to fly any one of the authorized tasks and fly the turn points in either forward or reverse order.
- c) Class. The Race Series will consist of a single class.
- d) Handicap. The pilots raw score will be handicapped on a CH based handicap system. Pilots are allowed to carry water ballast, however pilots with water ballast will carry an additional 3 % handicap.
- e) The pilot who posts the fastest speed for the day (after the appropriate handicap has been applied) will be awarded 1000 points for that day. Other pilots will receive a percentage of the 1000 points, based upon their own speed relative to the speed of the winner. Points will only be awarded for speed (no points will be awarded for "distance only" or for incomplete tasks).
- f) Maximum number of flights: A pilot may post a maximum of two flights per day for scoring. If there are 16 race days scheduled in the season, then a total maximum of 16 flights may be posted. Thus, if a pilot submits two flights per day on each of the first eight race days in a 16 day series, then he will have submitted the maximum, and thus, he will be ineligible for competing any further during that season.
- g) A contestant may "fly" any number of different courses on a single race day, but only two different courses will count for scoring. A contestant may re-fly a course as many times on a single day as desired, but only the highest-scoring flight on that course will be counted that day. A course flown in reverse order is not considered a different course.
- h) In order to qualify as the winner, a pilot must have accumulated the most number of total points in the Series, and must have completed at least one of each of the three triangles, that is, one 100k, one 200k and one 300k triangle during the race series.
- i) Pilots may fly different gliders or may change configurations at their option, with an appropriate change in handicap as determined by the CD.
- j) The start and finish gates will be one statute mile radius cylinders and 5,000 feet above the stated elevation of the gate turnpoint. Procedures used for the Start and Finish will be consistent with SSA regional contest rules.
- k) The turn point cylinders will be one quarter of statute mile (0.25) radius cylinders.
- l) Validation of reaching a turnpoint:
  - a. Flight trace must show two solid GPS fixes inside the cylinder to be valid.
  - b) Missed turnpoints will have the following penalties:
- m) Turn points with less than two full GPS fixes within the cylinder but two within

one half mile (0.5) statute mile radius will receive a 100 point penalty.

ii) Turn points with less than two full GPS fixes within the cylinder but two within a one mile radius will receive a 200 point penalty.

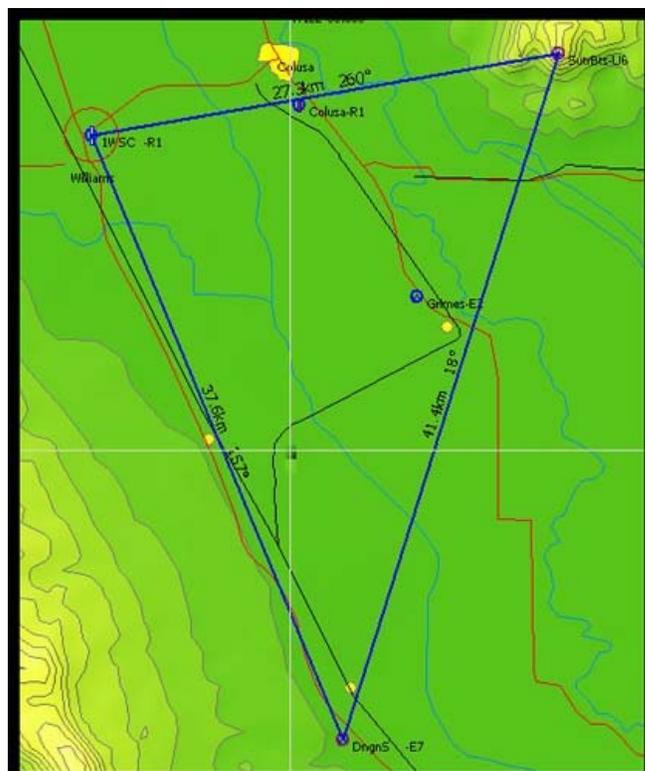
iii) Turn points with less than two full GPS fixes within a one mile radius will be disqualified and receive zero points.

#### 4. Claiming and submitting flights

- a) Flight record/ log must be submitted/ posted in order to receive points. Only flights recorded by GPS flight recorder acceptable to the CD will be considered for scoring in the race series and the flight record/log must be submitted to the scorer in a media form that is acceptable to the CD.
- b) The Landing Card must list the specific course(s) that is/are claimed on that date. The scorer will not try to guess which course you are claiming. You must tell him/her via the Landing Card.
- c) Flight logs and landing cards must be submitted not later than 5 PM on Tuesday following the race day.
- d) Flight logs and landing cards may be submitted either in person or via e-mail. In email, state: model of glider, competition class, and course(s) claimed (max of two per day).
- e) All submitted and claimed flights are final. A pilot may not substitute a better flight for one submitted earlier, or revise which task is claimed. Flights submitted may not be withdrawn at a later date.

#### 5. The end of the series

A winner will be recognized at the Annual WSC Oktoberfest and will receive a purse of \$500 in credit for tows and rentals at Williams Soaring Center.



#### 100K Course Circling WSC

This course goes east to Sutter Buttes and south to Dunnigan. Graphics by Peter Kelly.

#### Who's Racing This Season

The VSA Race series was not established to teach pilots how to fly cross-country. However, on days when the soaring is good around the WSC or the 3-Sisters turnpoints, **there is no doubt that someone with limited cross country racing skills could easily claim the 1000 points for the day** by flying one of these 100 k courses, and not ever getting out of glide distance from home. Pilots with lots of experience would probably be attempting the 300k courses, but they would be in direct competition with someone flying a 100k. The fastest speed wins the day, regardless of distance! It would raise the bar for everyone flying on such a day. I think we should start a custom that requires someone to provide a free beverage ( water, soda or beer) to the winner of the 1,000 points on each racing day - especially if the day is won by one of the newer racing pilots.



**100K Course Circling WSC**

Start Gate is 3 Sisters. Turnpoints are Gunnersfield and Grimes. Fly it in either order as long as you start and finish at 3 Sisters. Graphic by Peter Kelly.

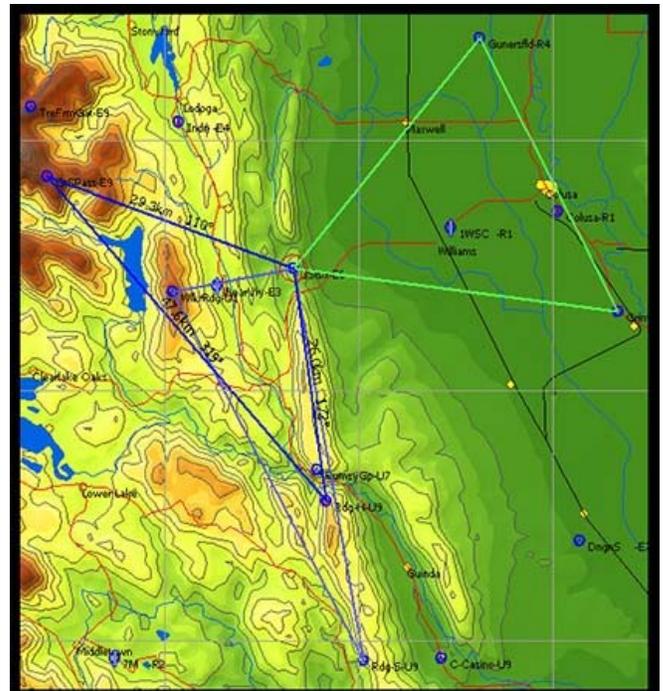


**View from 10,000 ft of Goat Ridge**

New turnpoint on the south end and now the Tree Farm is the starting gate. Graphic from Google Earth, by Dan Dunkel.

**ALL RACE DAYS ARE ON SATURDAYS**

- ✓ March 17 Race Day 1
- ✓ March 31 Race Day 2
- ✓ April 7 Race Day 3
- ✓ April 21 Race Day 4
- ✓ May 4-6 **Doc Mayes Memorial Contest and Dinner**
- ✓ May 5 Race Day 5
- ✓ May 19 Race Day 6
- ✓ June 2 Race Day 7
- ✓ June 16 Race Day 8
- ✓ June 30 Race Day 9
- ✓ July 14 Race Day 10
- ✓ July 28 Race Day 11
- ✓ Aug 11 Race Day 12
- ✓ Aug 25 Race Day 13
- ✓ Sept 8 Race Day 14
- ✓ Sept 22 Race Day 15
- ✓ Oct 13 Race Day 16
- ✓ Oct 13 **Oktoberfest Dinner**



**All Three 100k Courses!**

Here are all three 100 k courses that start at the 3 Sisters start gate. You can see the names of each turnpoint if you look in the task list. Graphic by Peter Kelly.

## The Courses

Courses are posted on the VSA website – direct link is <http://www.valleysoaring.net/race.htm>

Brief descriptions are below. The list of way points has been updated and is available at the VSA website.

Description	Distance	Points	
01	101.7km	TreFrmGat-E9, GrvlyVy-R4, AldrSpr-U8, TreFrmGat-E9	
02	102.5km	TreFrmGat-E9, sIron Mtn-U2, BearVly-E3, TreFrmGat-E9	
03	102.9km	3Sistr-E6, Rdg-N-U9, GtSPass-E9, 3Sistr-E6	
04	103.1km	3Sistr-E6, Rdg-N-U9, 7M -R2, 3Sistr-E6	
05	103.4km	3Sistr-E6, Gunersfld-R4, Grimes-E2, 3Sistr-E6	
06	104.0km	3Sistr-E6, Rdg-S-U9, WlkrRdg-U1, 3Sistr-E6	
07	106.4km	1WSC -R1, DngnS -E7, SutrBts-U6, 1WSC -R1	<b>100 Kilometer Courses</b>
08	108.4km	1WSC -R1, SutrBts-U6, Richval-R4, 1WSC -R1	
09	109.1km	TreFrmGat-E9, M6 -U9, sIron Mtn-U2, TreFrmGat-E9	
10	109.6km	TreFrmGat-E9, RumsyGp-U7, Indn -E4, TreFrmGat-E9	
11	110.3km	3Sistr-E6, DngnS -E7, C-Casino-U9, 3Sistr-E6	
12	112.8km	TreFrmGat-E9, DimndM-R3, BlkBute-U9, TreFrmGat-E9	
13	197.4km	TreFrmGat-E9, AntnyM5-U9, T16 -U8, TreFrmGat-E9	<b>200 Kilometer Courses</b>
14	200.8km	3Sistr-E6, VacaPnd-U7, Calistoga-E8, 3Sistr-E6	
15	206.0km	TreFrmGat-E9, RndVly-R2, YolaPk-U8, TreFrmGat-E9	
16	206.9km	1WSC -R1, Or7NE-E6, Ger-5-U9, 1WSC -R1	
17	212.7km	1WSC -R1, Oroville-R2, Corng-R3, 1WSC -R1	
18	219.8km	TreFrmGat-E9, T15 -U8, T16 -U8, TreFrmGat-E9	
19	295.4km	1WSC -R1, VacaPnd-U7, CalWrthtn-E9, 1WSC -R1	<b>300 Kilometer Courses</b>
20	297.3km	TreFrmGat-E9, Hafrk-R3, Eagle Pk-U7, TreFrmGat-E9	
21	301.5km	TreFrmGat-E9, Ruth -R9, Hafrk-R3, TreFrmGat-E9	
22	304.9km	3Sistr-E6, DngnS -E7, R-Blf -R2, 3Sistr-E6	
23	307.3km	TreFrmGat-E9, RndVly-R2, Hafrk-R3, TreFrmGat-E9	
24	311.6km	TreFrmGat-E9, Buckhrn-U9, Ha-Pk6399-U7, TreFrmGat-E9	
25	312.2km	1WSC -R1, Colusa-R1, Redng-R1, 1WSC -R1	
26	328.2km	TreFrmGat-E9, Hympm -R3, Ruth -R9, TreFrmGat-E9	