

# WINDSOCK

The Valley Soaring Association Journal

Editors: Farnsworth & Jue

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

September 2007

# OKTOBERFEST

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OKTOBERFEST 2006 (above) was a very popular gathering of our soaring community. This year's event is on October 13, 2007. If you RSVP prior to Oct 10 (Wed), price is \$10 per person. It is \$15 afterwards. Also, support VSA and renew your VSA membership for 2008 (just bring \$20).

## FEATURES

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## PRESIDENT'S MESSAGE



Greetings!

2007 has been a fabulous soaring season in Northern California! Non-soarable days from WSC this summer are estimated by this author to have been less than 5, and several extraordinary flights northward to the Oregon border and return have been achieved. On May 7, Kempton Izuno flew 488 miles from WSC to Crater Lake and return. Kempton tells his story in this issue of Windsock.

Also notable is August 30, 2007, when Peter Kelly and Rich Parker persuaded Charles Juan to abandon his plans to fly to Mexico and instead proceed north to Oregon. Commander Kelly had the longest flight of the day, returning to WSC after flying to within 15 miles of the Oregon border. Rich Parker turned Trinity Alps and came home. Unfortunately, Charles Juan was forced to land at Siskiyou County airport, but soaring conditions the following day permitted his safe return to WSC.

Oktoberfest is our traditional time to kick off our membership drive for 2008. We have experienced an unusual trickle of members joining throughout this year. This has resulted in an unexpected growth in our membership.

Bring \$20 and your email address to Oktoberfest and enjoy a full year as a member of our Valley Soaring Association in 2008.

Thank you to Ginny Farnsworth, Tom Jue and all of the great contributors to this issue of Windsock. It promises to be one of the best!

VSA President,  
Luke Ashcraft

## RENEW YOUR MEMBERSHIP NOW for 2008!

## 2007 VSA MEMBERSHIP ROSTER

PETE ALEXANDER  
LUKE ASHCRAFT  
JOHN BARRELLA  
FOREST BASKETT  
DIANA BISHEY  
RICHARD W. CARTER  
HAL CHOUINARD  
WINFIELD CURTIS  
JIM DARKE  
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SCOTT DOCKTER  
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GINNY FARNSWORTH  
ERNIE FERREIRA  
DOROTHY J. FRAUENS  
GARY GAMMAL  
RAY GIMMEY  
RICHARD GRAHAM  
MIKE GREEN  
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MARTIN HELLMAN  
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ROBERT IRELAND

THOMAS JUE  
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GARY KEMP  
ROBERT L. KLEMMEDSON  
DAVID KLINGER  
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MARK A. MILLER  
RICHARD OGDEN  
WAYNE OSTER  
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DOUGLAS E. PADRICK

RICH PARKER  
MICHAEL PAULSON  
FRANK PEALE  
KURT A. PELTO  
DARRYL RAMM  
LARRY ROBERTS  
NICK RUNK  
JOHN S. SINCLAIR  
GEOFFRY SNOW  
CHARLES S. THAELER  
CINDI TITZER  
JOANNA WOODY

## 2006 VSA MEMBERSHIP ROSTER

PETE ALEXANDER  
PETER ANDERSON  
JOHN A APPS  
LUKE ASHCRAFT  
PETER BEECHER  
DIANA BISHEY  
ERNET BROCK  
RICHARD W. CARTER  
HAL CHOUINARD  
WNFIELD CURTIS  
JIM DARKE  
DAVID L. DAWSON  
ROBERT K. DISMUKES

SCOTT DOCKTER  
CYNTHIA DONOVAN  
FRED DWYER  
GINNY FARNSWORTH  
DOROTHY J. FRAUENS  
H. RAY GIMMEY  
MIKE GREEN  
RICHARD HANSCHU  
JACK HARKIN  
JAMES HERD  
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ANDY HOGBEN  
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ROBERT IRELAND  
GREG D. JOHNSON  
THOMAS JUE  
PETER J. KELLY  
GARY KEMP  
CHRISTOPHER LERMA  
WILLIS R. LUDLOW  
NOELLE C. MAYES  
WILLIAM MC CLELLAN  
MARVIN MC CORMICK  
MICHAEL MC CORMICK  
MARK A. MILLER  
RICHARD OGDEN

LARRY OSTHEIMER  
RICH PARKER  
MICHAEL PAULSON  
FRANK PEALE  
KURT A. PELTO  
MARC RAMSEY  
LARRY ROBERTS  
JOHN S. SINCLAIR  
GEORGE THELEN  
CINDI TITZER

## JOIN VSA!

## TWO WAYS TO PAY!

## PAYPAL or US MAIL

Either way, be sure to include your name, mailing address, phone number and email address.

**PAYPAL** eMail your \$20 to: [tkjesq-VSA@yahoo.com](mailto:tkjesq-VSA@yahoo.com)

**US MAIL** Write a check for \$20 Check payable to **VSA**.

Mail to: **VSA, c/o Williams Soaring, 2668 Husted Rd, Williams, CA 95987**

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

## VSA Officers



**President**  
Luke Ashcraft



**Treasurer**  
Cindy Donovan

## VSA Administrators &amp; Staff



**Williams Soaring Center**  
Noelle & Rex Mayes



**Web Master**  
Peter Kelly

## Newsletter Editors

Ginny Farnsworth and Tom Jue



**Mascot**  
Brutus

# WILLIAMS SOARING CENTER

CALENDAR OF EVENTS	2007 DATES
<p><b>Oktoberfest at Williams Soaring Center</b>                      2668 Husted Rd, Williams, CA 95987                      RSVP 530-473-5600                      Email: Noelle@WilliamsSoaring.com</p>	<p><b>October 13, 2007, Saturday</b>                      10AM – Pilot’s Meeting                      6PM – Dinner                      Guest Speaker: Kempton Izuno</p>
<p><b>PASCO SEMINARS</b>                      Banquet and Awards Ceremony                      RSVP: Mike Mayo at 650-85-0622                      Email: echofive@sbcglobal.net</p>	<p><b>November 3, 2007, Saturday</b>                      9AM – 5PM – Seminars                      6PM – 7PM – Cocktails                      7PM – 10PM – Dinner &amp; Awards</p>

## THE 2007 PASCO SEMINARS, AGM, BANQUET AND AWARDS CEREMONY

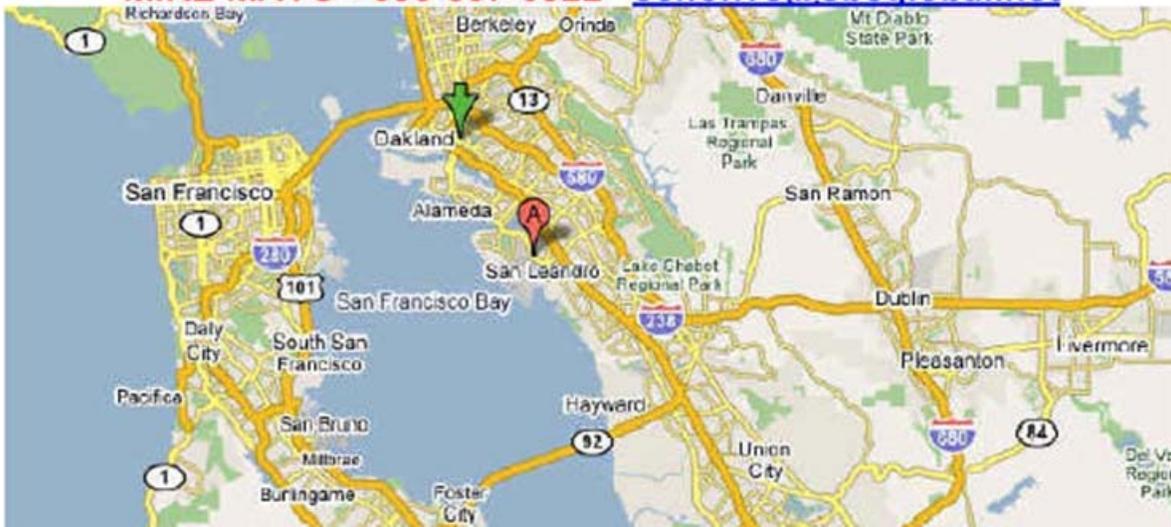
**Western Aerospace Museum, Oakland, Saturday Nov 3rd.**

**Seminars 9am-5pm, Cocktails 6-7pm, Dinner and AGM, Awards, 7-10pm**

Seminars will include ‘flying near the terrain’, a report on the 18m Pre-Worlds, 99%safe maneuvers and more...

PLEASE RSVP SO WE CAN PLAN THE EVENT

**MIKE MAYO - 650-857-0522** [echofive@sbcglobal.net](mailto:echofive@sbcglobal.net)



**WHAT'S HAPPENING ON THE FIELD***by Ginny Farnsworth*

**2nd Place Regional Champion Rex Mayes (left) flying ASH-25 (FNX) with Rich Parker at Ephrata. Photo by Noelle Mayes**

The summer soaring is almost over, and the autumn equinox is upon us. Last weekend we had some pretty remarkable "fall soaring" in both the mountains and the valley. Pilots were running 200 and 300 K tasks. The more seasoned WSC pilots say it has been phenomenal summer— one of the best years in recent memory. There are many "personal best" flight traces and accompanying photos posted on the **Forum** that tell more stories of summer soaring than we can include here.

We are fortunate to have two very special feature articles for this issue. Cross country pilot and photographer extraordinaire Kempton Izuno opens the door to the world of soaring the Mendocino's, the Trinity Alps, and beyond, in his chronicle of his flight from WSC to Crater Lake and back. This adventurous tale begins with the meticulous planning for the flight. As the story unfolds, it conveys the author's passion for the beauty, precision, and the kind of decision making and skill that make soaring so compelling. It is guaranteed to draw you into the magic of cross country soaring.

One of our most safety minded veteran pilots, JJ Sinclair, has contributed a very insightful, analytical article. He shares his thinking and

experience in a lecture about the safety factors involved in flying mountains in strong conditions. In addition to being a well-respected competition glider pilot, JJ is a wonderful writer. He brings his insight from 22 years in the Air Force, as well as owning and operating a glider repair business for over 20 years, to his perspective on flying. So sit up, and pay attention in the lecture hall! We hope you enjoy his lecture, and learn from his wisdom.

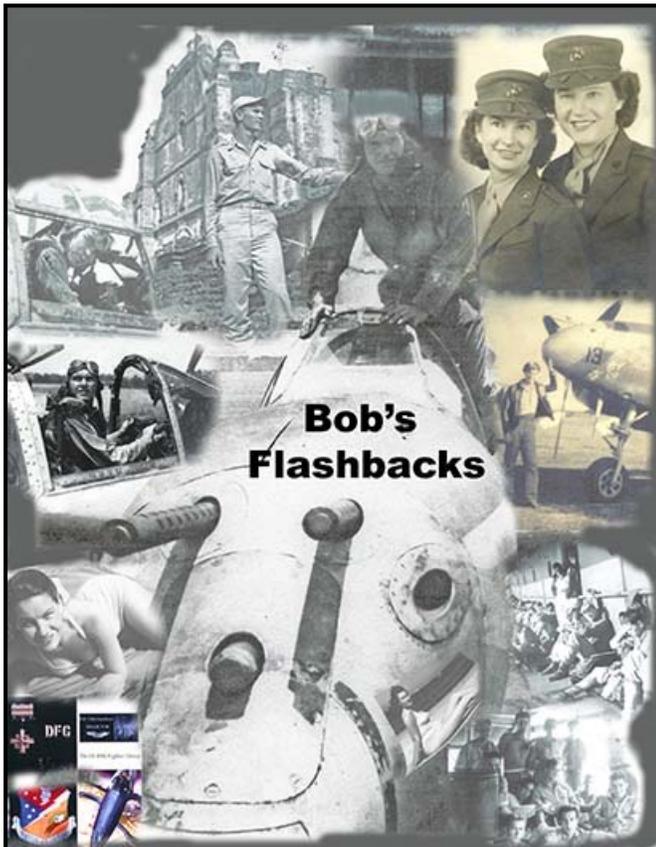
The WSC field has been a busy place this summer. I'll summarize some of the events below, and we'll publish the second half of this newsletter after the Oktoberfest, featuring many of the articles and events mentioned below. We have a very active soaring community here at WSC, with lots of contributions to our newsletter that are educational and entertaining. We thank all of you who take the time to contribute in various ways to making this an active soaring community, and especially those who contribute to the newsletter.

An awesome group of young pilots have trained and soloed since the last Oktoberfest. Several pilots soloed on or near their 14<sup>th</sup> birthdays – flying a glider before they are driving a car! Some have gone on to earn a license, and introduced friends and family to the art of soaring by taking them up for rides. Congratulations to all of you who have come to the glider port and earned your wings, or are on your way to earning them. You are learning the importance of focus, hard work,



**Seth White's first solo on his 14th birthday on Aug. 18!**  
Photo by Noelle Mayes

decision-making, and responsibility – and - oh yeah – you’re having fun doing it! Names of pilots and details are posted on the **FORUM**. And Kenny – we are proud of you for teaching and mentoring this fine group of young pilots and student pilots. We hope to see all of these young pilots at the Oktoberfest this year. (Yeah, you old guys & gals can come too!)



**Bob's  
Flashbacks**

It was 1945, WWII in the Philippines. Bob Klemmedson was piloting his P-38L Lightning with twin Allison engines. His wife Dorothy (in the pictures above) was a Corporal in the Marines. She was a propeller specialist.

Bob Klemmedson and his family have shared some of their soaring stories with Tom Jue in recent weeks. He will be publishing these, along with some of the photos the Klemmedsons have taken over the years in the next few issues. One thing Bob has plenty of is soaring stories. The guy is a walking encyclopedia! I’m hoping he will set up his restored glider again one of these days.

It’s a beauty! We look forward to sharing these windows on soaring with you.

The VSA race season is too close to call at the time of this writing. There has been some real excellence in flying the tasks, and a lot of good-natured competition. Many days have produced conditions that allow pilots to run more than one task! Only one day out of the 14 scheduled to date was unsuitable for racing. The top scores as of Race day 14 are very, very close. The last day of the race will be at the Oktoberfest. Be there where the action is. Flight traces and up to date scores are posted on the **Forum**.

Scores with two race days left:

Bob Ireland is in first place with 13,112 pts, flying OJ, the Williams Fleet ASW 24. Peter Kelly is in second with 12,925 pts, flying PK, his ASW 26.

Rich Parker is in third with 10,617 pts flying his Discus, 7HV.

Great flying, guys! Jim Darke, our dedicated CD has just about given up on eating dinner in order to get the scoring done. Noelle has risen to the occasion and diligently sat behind the desk scoring on more than one contest day. Peter Kelly gets us all motivated with promising weather reports – how have you been ordering up such good conditions, Peter? Or is Rex responsible for this? It will probably remain a mystery, but whoever IS responsible, keep these good days coming!

The traditional Crawdad feed happened in August,



**Crawdad Anticipation**  
Photo by Noelle Mayes



### CRAWDAD HUNTER!

and a legendary number of crawdads were feasted upon in good company. Ben and Nick were the heroes of the day, hunting and catching the crawdads for the feast. It was a well-attended event, and the meal was rounded out with other items for the “not so brave”.

Several pilots made the trip to Montague in August. Although it was only a long weekend, it was a good get-away, and most of us who went soared every day. There were BBQ’s at night, and you guessed it, soaring again the next day. Cartography support from Jim Darke, who updated the maps with the turnpoints made navigating a breeze. Again, operations went very smoothly, thanks to a combination of the efforts of Rex and Pete, with tows from both WSC and Rich from Craggy Aero. Thanks to Pete King, Angie Parker and Susie Robinson for providing some great meals. More details on the **Forum**.

**Operations:** As the days grow a little shorter, I have time to reflect on the people who put their time and energy into making this soaring operation work. There are several new folks at WSC who you may have met in recent months, and some who have rejoined the team.

Janet Torres is the person working behind the desk in the office, who has your tow efficiently

recorded and your statement prepared and delivered with a smile at the end of the day. Although she is not yet learning to fly, she has started a rumor that she is interested.

Lou Bartell is the guy in the tow plane with the big smile who pulls us up to the lift. He flies his RV 4 in his spare time, sometimes as far as Utah for a weekend.

Eric Knight is the line boy that is always doing something helpful, like running your wing or hooking you up. He’s pretty handy, and always has a smile.

And by now, everybody has grown used to Pete King, the all around guy who seems to be everywhere – including at Willows when I’ve landed out at 5 PM and need an aero tow back home! Now there’s a hero!!

Mark King, Pete’s son, is the ace golf cart driver you see here on the field many weekends.

Then there are the “old timers” who are always around to keep things operating smoothly.

Todd Robinson can be found working in the shop (the strongest supporter of my recycling operation), using his talents to keep our planes looking and flying great. He soars the skies in the beautiful ASW 20 he restored, and he recently acquired a new toy. Congratulations on your new Cessna, Todd!

Mark Haffer, multitasking tow pilot, has managed to elude me on writing a tow pilots column lately. I will catch up with you sooner or later, Mark...

EJ Indrebo of Crazy Creek comes out of retirement on occasion to help with the towing. On a good day, you can coerce him to share some of his soaring wisdom. He recently shared his evaluation of the conditions with me, and I followed his advice and had a great day soaring the valley at nearly the same altitudes other pilots were reaching in the mts! Nice!!

Bill Davis is responsible for the spiffy paint jobs on all the tow planes. He also helped engineer the recycling containers and loaned me some tools (and gloves) to construct them.

Chief Instructor Kenny Price keeps a pace not many of us could follow. When not teaching, he is towing, giving BFR’s or general soaring advice. Keeping up with all these teens who are learning

to fly is hard work. He had to go all the way to Alaska this summer to escape the pace he set for himself here! On return, we discovered he is also a talented photographer, and we enjoyed his trip through the photos he brought back. Now he has escaped again, this time to the Reno Air Races, where he is part of the team that races the Warlock – a beautiful T6 that streaks through the skies. You GO guy!

Rex and Noelle have their hands full running this top-notch glider port, and even on the busiest days, greet us with a smile. Under their watchful eyes, the place runs like a finely tuned machine, and we have the opportunity to focus on our passion for flying. Rex puts a lot of energy into making things happen, and making sure they happen smoothly. Noelle also puts a lot of effort into making sure things go well, often from behind the scenes. Ben and Nick seem to be around helping out when you need a hand, despite their busy schedules with school, sports, music and friends. What a team!



Ben (left) and Rex Mayes on Ephrata trip.  
Photo by Noelle Mayes

Despite Rex leading a double life as the glider port owner/operator and as a firefighter all over the state this summer, he, Noelle, and the boys were able to escape for a week to Ephrata, where Rex flew the newly restored ASH 25 FNX in the regionals, taking 2<sup>nd</sup> place overall! Congratulations, Rex!. We'll hear more about the story from the regionals from Pete Alexander in our next issue. Noelle, the photographer on the expedition, took some fine photos that we will also

share. Flight traces and daily logs are posted on the **Forum**.

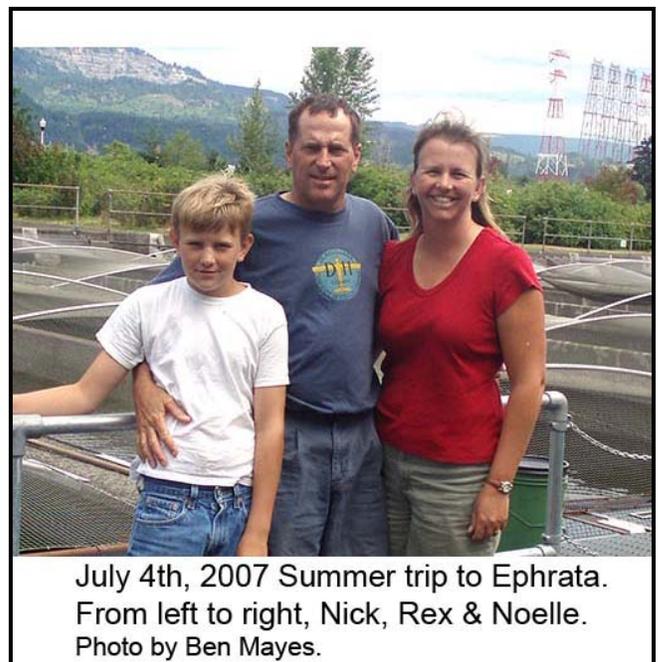
For those of you who are wondering about the references to the **FORUM**, an explanation may be in order. The **Williams Today Forum** is a news group by and for pilots and soaring enthusiasts. It serves as a home for the posting of events, opinions, and sometimes, even facts. It provides a window on the activities at Williams Soaring Center, and can be found on the website [www.williamssoaring.com](http://www.williamssoaring.com). Click on NEWS, which will take you to the latest postings. Anyone can read the postings and view the photos, flight traces, etc. You must register (free) to post on the forum. Simple, yes??

It's a great place for those who are new on the field to get acquainted with the glider port activities and the personalities involved.

And last, but not least, your editors have also been busy. Tom is putting the finishing touches the new home that he built this summer – talk about summer projects! He sure knows how to get involved! I changed hats at my job, requiring a lot of training time, totally neglected the upkeep on my house, and flew every chance I got. Regrets?? Not on your life. And so, with that said, we resent you with this newsletter. Enjoy.

See you at the Oktoberfest!!

**Your humble editors, Ginny and Tom**

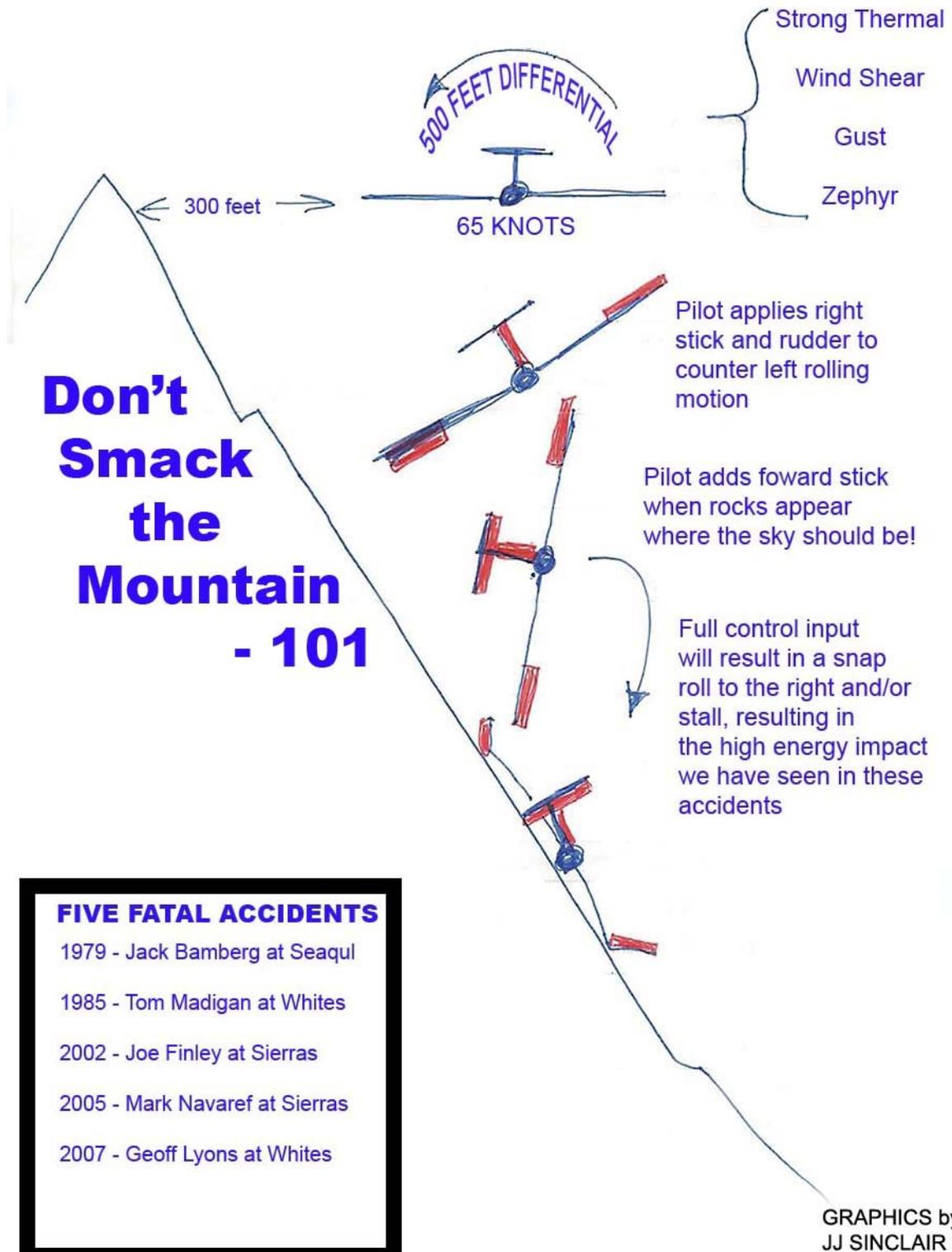


July 4th, 2007 Summer trip to Ephrata.  
From left to right, Nick, Rex & Noelle.  
Photo by Ben Mayes.

# SAFETY FEATURE

## Don't Smack the Mountain - 101

by JJ Sinclair 2007



Good morning, class. Today we will be discussing an alarming statistic. In the past 30 years our soaring area has witnessed 5 fatal accidents in the mountains and 3 of these accidents have occurred within the last 5 years! Would one of you work up a trend analysis on those statistics? Thank you Mr. Kelly.

All these accidents involved experienced pilots flying modern sailplanes and most of them impacted with high energy, indicating a stall situation. Why would an experienced aviator inadvertently stall his aircraft, especially near the rocks? Everybody now look at the graphic, the top sailplane represents us flying into the page as we approach a mountain on our initial pass. We stay 300 feet away from the rocks and keep our speed up (minimum 65 knots). Is that safe enough? Maybe not! Lets just suppose there's trouble lurking out there in the form of a gigantic gust, a really strong thermal, a violent wind shear. For the purposes of our discussion we'll just call it a **zephyr** and its going to apply a differential rolling moment to our theoretical sailplane. What's a differential rolling moment? Good question, Mr. Green, it happens when our right wing flies into lift that is much stronger than what our left wing is experiencing. We are constantly looking for this, aren't we? We call it "light wing" and turn into the wing that's coming up as soon as possible, because there's probably a thermal on the light wing side. Ever try to turn into the light wing and have the machine refuse to turn? Sure, happens all the time and we say something like, Turn, you big beast, turn! What's happening? Why won't the ship turn into the rising wing? Because, the thermal is stronger than the authority available in our ailerons. Another way to state this is; The thermal is trying to roll us left and we are trying to make the ship roll right. The result is a Mexican stand off and we fly straight with full right stick and rudder applied.

Now class, look at the second sailplane in the graphic. That's us, still flying into the page, but the zephyr's got us and its rolling us left into the mountain. We have applied full right stick & rudder, but the zephyr's stronger than the controls and we're still rolling left and **there's rocks over there!** Why is this happening? It is estimated that our ailerons can only counteract a differential moment of 500 fpm. Let's say there's 1200 fpm under our right wing and only 300 fpm under our left wing. Reasonable figures? Sure, we see 1200 fpm all the time on the Whites and in the Sierras, only near this damned mountain it's mostly under our right wing!

Now, look at the third ship. We're in real trouble, aren't we? There are rocks and trees up there on our canopy where the sky is supposed to be! We're experienced aviators and we don't panic, we continue to hold full right stick & rudder and apply forward stick to make the rocks stay away from our canopy.

## STOP ACTION

Class, remember what we learned in Aviation -101? We can stall a ship in any attitude and at almost any airspeed, can't we? I believe it was in chapter 6 that we learned how to do a snap roll. All you had to do was slam in full rudder and full back stick and the airplane would do a snap roll in the direction of applied rudder. Can we stall a ship while inverted? Yes we can! OK, resume action. We're flying 65 knots, holding full right rudder and the stick's now in the right forward corner. What's the ship likely to do? It might try to snap roll to the right, but the zephyr probably won't allow that, so I'm betting it will just stall & fall and we have another mysterious high energy impact on the side of a mountain, don't we?

Does it have to be this way? Are those of us who choose to fly close to the mountains, destined to become a high-energy impact, some day? NO

I see Mr. Seamons has his hand up. OK, sir what's your question? How do we prevent smacking the mountain? Good question, I was just getting to that. First of all, there are days where I won't get within 1000 feet of the rocks. If I'm approaching a mountain and the turbulence is so bad that things are flying around the cockpit. **I don't get within 1000 foot of the rocks**

Let say I'm approaching the Whites, I'm holding 65 knots and things seem fairly smooth. My computer tells me the westerly wind should make the canyon up ahead, work. But, what if there's a zephyr in the canyon? What if it tries to roll me into the mountain? As I get within 300 feet of the rocks, I roll the ship into a 30 degree right bank and hold it there with a bit of top rudder. Why? Because, I'm already banked away from the mountain, so if a zephyr tries to get me, I'm ready to apply all three control inputs to fight it with right stick, right rudder and back stick to make it turn away from the rocks.

I also follow all the normal rules about never turn directly into the mountain, always S turn an area for a beat or two before attempting to circle. If I fly by an area that shows 300-fpm lift for 20 seconds, I turn away from the mountain and come back through the lift area to verify it really is workable lift. If it is, I turn 90 degrees away from the rocks, roll wings level for a count of 3 (you know 1000-one, 1000-two, 1000-three) then I turn back into the mountain. My 3-second burst flying away from the rocks gives me plenty of room to finishing a turn into the mountain, but I'm still not committed. As I face the rocks again, I ask myself; Am I 100% sure I can finish this turn? Only if the answer is an unequivocal YES, do I continue. If I'm not completely sure, I roll the other way and continue S turning the area. If I do continue the turn, I may shallow out the turn as I come parallel to the rocks and let the ship drift in close, if that's where the best lift is. I do this while holding a 30 degree bank angle AWAY from the rocks.

OK, that's enough for today, class dismissed!

Oh, one more thing, **always keep an escape route open!** You may see some of this material on the quarterly exam. Mr. Kelly, you may give your accident trend analysis, first thing Monday morning, please hold it down to 2 minutes, maximum.

