

Southern California Soaring

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April/May/June 2008

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Boomer Day Caps Six Day Regional Contest at “The Springs”

By Larry Tuohino, R12 Governor

A boomer day topped a great week of sailplane racing at Region 12's premier soaring contest at Warner Springs Sky Sailing gliderport. Day Six took pilots from Warner Springs to the Mexican border to the peaks of San Geronio at altitudes exceeding 17,000 feet. Final cumulative score top honors went to Dan Ladd in the combined 15m/standard class and to Sean Franke in Sports Class. The food, frolic and friendship flowed in after-hours activities that made the week seem much more of an “event” than a contest.

Contestants came from Arizona and New Mexico and seven 1st time contest pilots were initiated into the exclusive ranks of contest pilots. The variety of conditions thru the week showed the ability of the Warner Springs site to reliably serve up wave, slope and thermal activity creating six challenging soarable days in a row. The facilities of the nearby Warner Springs Ranch provided diversion for the crews and relaxation for pilots. All the puzzle pieces were there!

A daily pilot-by-pilot story is available in contest reports, igc files, and pictures which are now on the SSA website at <http://www.ssa.org/members/contestreports/contestresults.asp>. And one must watch the series of videos which Bo Lorentzen shot at the contest which are posted at <http://www.vimeo.com/album/12568>. Bo's work really gives the flavor of the event.

Gary Ittner, Dan Ladd, Chip Garner and Steve Koerner all took a daily first place but local knowledge and consistency gave Ladd the combined 15m/Std trophy with 350 points to spare. Contest Task Dictator Sean Franke also had a solid 900 point lock on first in Sports Class winning four days, sharing only with Rick Gros and Chuck Deerinck. Only the fact that Sean flew the lowest performance glider (Libelle) in the contest perhaps prevented “the dictator” from being overthrown.

(Continued on page 2)



New Editor Needed

After five years, the editor of this newsletter would like to move on to other things. A new editor is needed to keep this publication going.

This newsletter has increased in popularity to the point where the website now receives 30,000 visits (and over a quarter million hits) each year. That is not bad for a region with only about 1200 SSA members. The right editor can maintain (or improve upon) that popularity.

If interested, contact editor@SoCalSoaring.com. The existing editor is willing to continue to help by writing an occasional article, and also by helping with the editing of articles.

Warner Springs continued.

Highlights included the laminar flow of Orion Kingman's home made beer (Finishline Lager, Wormburner Ale, etc) poured into a personalized contest beer mug, Chip Garner being (jokingly) arrested and handcuffed for a Mexican air-space violation, demos of NK ClearNav and the SPOT ELT, achieved altitudes of 17k msl, great food (steak, pulled pork, enchiladas, BBQ's ribs, chicken, and all the fixings), and all flights over poppy covered golden hillsides.

One pilot landed out at Lake Riverside airpark, notorious for inhospitality to glider pilots. As the canopy popped off he heard a local yell, "You need some more gas for that thing?" "Only if you have Jet-A!" the glider pilot snapped back. Smiles exchanged, friends made, rumors reversed.

For some pilots "racing" can seem a little daunting but if you adopt the attitude of going to your first contest to "have fun and learn" you will pick up the basics quickly. To understand the rules start with the Sailplane Racing Association guide at <http://www.ssa.org/files/member/SRAGuide.PDF>.

The Sports Class rules help first time racers stay in the game by handicapping sailplane performance, devaluing tough days, and with the large turn point cylinders giving pilots great discretion on when to turn back towards home base. Any pilot with Silver Badge level skills, simple navigation equipment, and a half-decent ship will enjoy and learn from a Regional level event. Avoid "performance anxiety". Indeed, you'll discover that most pilots are there just to learn, stretch, and have fun. Alternatively, volunteering to crew for a contest pilot will provide a priceless education.

The combined hospitality of Sky Sailing and the Warner Springs Ranch positively must be noted. The work behind the scenes is generally double the work done in front of the attendees. What is going on at Warner Springs is truly a remarkable story in "family" soaring. The entire Willat family, their employees, and volunteers went to all extremes to accommodate the event, arranging the contest, food, drink, and relaxation. Led by CD Garret Willat, one can see all the elements for turning "The Springs" into a major "must attend" soaring event on the traveling contest circuit. The nearby Warner Springs Ranch provides upscale accommodations, fine dining, plus the two luxurious heated mineral pools (which became the wind down spot for tired pilots and crew). Does one need to mention the tennis, golf, horse back riding, and more that is available? Next year bring the golf tools hoping for a rest day!

Are you doing "The Springs" next year? Don't hesitate; someday there might be a waiting list!

SCS Table of Contents

Region 12 Contest at Warner Springs	1
The Future of Torrey Pines	3
SSF Flight Instructor Refresher Clinic	5
Southwest Soaring Museum	6
A Life in Aviation	9
Review of Platinum Canopy Cap	10
Coyote Ground Launch Weekend	11
OLC – Final 2007/2008 Winter Season Standings	14
Some SSA Convention News	15
Soaring News	15



The Future of Torrey Pines By Gary Fogel

In 1993, the Torrey Pines Gliderport was listed on the California Register of Historic Resources, and on the National Register of Historic Places. These designations protect the runway, not the approach surfaces necessary for continued operation of the gliderport. The gliderport has also been recognized as a City Historic Site, National Soaring Landmark of the National Soaring Museum, and Model Aviation Landmark of the Academy of Model Aeronautics.

The University of California, San Diego is in the process of constructing a 14-story dormitory facility directly east of the gliderport. This project is in the approach path for runway 27 at Torrey Pines. Additionally, UCSD and three neighboring biotech research facilities have proposed a stem cell research facility for the gliderport property itself.

The dormitory facility has already been approved by the California Coastal Commission via a Mitigated Negative Declaration. This was a declaration by UCSD which suggested (erroneously) that there would be no negative effects upon the gliderport from the construction of this building. Despite complaints by glider pilots in San Diego, and by others, including the State Office of Historic Preservation, this building project continues.

The stem cell facility, however, is just at the initial phases of environmental review. Because the project location is within the boundaries of the National Register property, a full-blown Environmental Impact Report is required.

Recently, a group of Torrey enthusiasts led by Gary Fogel and members of the Torrey Pines Soaring Council presented a nomination for a boundary increase to the City of San Diego Historical Resources Board. This nomination would increase the boundary of the National Register property for Torrey Pines to include both the runway protection zones and the approach surfaces. Other local preservation organizations spoke in favor of the plan including the Save Our Heritage Organization and La Jolla Historical Society. As a result, the Board voted 9-0 (with one abstention) to go against staff recommendation and the wishes of UCSD, and

(Continued on page 4)

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voted to recommend that the California State Historical Resources Commission increase the boundary of the National Register at the gliderport. Fogel led another presentation at Napa, CA on April 23rd to the State Historical Resources Commission regarding this effort. The commission voted to continue the discussion on the matter so that the nominee could better explain the nature of runway protection zones and approach surfaces. Additional letters of support on this matter can be sent to:

Milford Wayne Donaldson FAIA
State Historic Preservation Officer
Office of Historic Preservation
California State Parks
1416 9th Street
Sacramento, CA 95814
Tel: 916 653 7113.
Fax: 916 653 7718
Cell: 916 826 5637
mwdonaldson@parks.ca.gov

With regards to the stem cell facility, public comment is encouraged. Please forward all public comment to:

Catherine Presmyk
Assistant Director, Environmental Planning
University of California, San Diego
9500 Gilman Drive, MC 0074
La Jolla, CA 92093-0074
Fax: (858) 822-5990

The vast majority of the local glider pilots are in favor of the stem cell research facility, just not on a historic gliderport.

Some relevant facts about the Torrey Pines soaring site:

- Pilots have used the lift at Torrey since 1930 (78 years).
 - The first to do so (on record) was Charles Lindbergh in a Bowlus sailplane (on February 24, 1930).
 - The approach surfaces have been in use by sailplanes since the mid 1930s including notable sailplane pilots such as John Robinson, Hawley Bowlus, Woody Brown, Dick Essery, Helen Dick, Bill Ivans, and literally thousands of pilots over the years. Both approach surfaces are important to preserve and protect as integral to the historic use of the facility.
 - Torrey is the last of its kind - the only remaining gliderport directly adjacent to the west coast for sailplane operation. There used to be many of these up and down the coast of California, now there is only one. The approach surfaces and runway protection zones are vital to its continued historical use.
 - Torrey Pines is on par with Kitty Hawk, NC or Elmira, NY in its importance to the early development of gliding and soaring in the US.
 - Torrey Pines was designated as National Soaring Landmark No. 7 by the National Soaring Museum.
 - Torrey Pines was designated as Model Aviation Landmark No. 1 by the Academy of Model Aeronautics.
 - The City portion of Torrey Pines is designated as City of San Diego Historic Site No. 315.
 - The entire gliderport (without the approach surfaces) is already listed on the California and National Registers of Historic Places.
-

SSF Flight Instructor Refresher Clinic **By Mike Havener**

I had the opportunity of renewing my Flight Instructor Certificate at the Soaring Safety Foundation Flight Instructor Refresher Clinic held in Long Beach the weekend of April 12th and 13th, 2008. I've been attending these SSF FIRC's ever since Jim Skydell organized the first one in 2004. I've also attended clinics organized by the Aircraft Owners and Pilots Association and I must say that the SSF clinics are a cut above those of the AOPA.

These clinics aren't limited to CFIGs and are open to anyone who wants to learn more about soaring. Not only were a number of local instructors present, some folks made the journey from as far away as Oregon and Colorado. It was interesting to hear how their conditions vary and how they handle them. This year, the SSF clinics were approved by the FAA to renew any fixed wing instructor rating. There was at least one person in attendance that I'm aware of that fit that category. Listening to what glider pilots do sparked his interest in soaring and becoming a better pilot.

Because of open enrollment, two of LESC's members who aren't instructors, Paul Booth and Rick Lloyd, also attended. Rick is a former CFIA whose certificate has lapsed and is interested in teaching folks to fly gliders. He added a Commercial Glider rating within the past year and saw this as an opportunity to refresh his teaching skills and get firsthand knowledge from a diverse group of what it's like to be a CFIG. Paul holds a Commercial, Instrument SEL rating and is working on adding a glider rating. From my perspective, it's always great to have someone attend who I've either recently instructed or am currently instructing. It gives me valuable feedback on my performance and points to areas I can work on to become a better instructor. It's so valuable that I think every CFIG should encourage students to attend (maybe even pay for it as well).

Another LESC member who wasn't renewing an instructor certificate was also in attendance. Ron Allen is an FAA Inspector out of the Riverside FSDO and was present to monitor the clinic. Having an FAA Inspector present opened a unique venue for questions and exchange of information.

These clinics are full of good information for all glider pilots. Even though topics are covered that aren't the most interesting for non-instructors, there's still plenty of useful presentations. I heard several "AH HAH"s during the weekend. Paul told me it's the best \$160 he's ever spent on flying (it works out to \$10 an hour!). I would highly recommend any glider pilot, student through CFIG to attend these clinics.

Below is a high level list of the topics that were covered. Many of the materials and presentations used are available for review on the SSF web site – www.soaringsafety.org.

- Flight Safety
- Collision Avoidance
- FITS Training
- Fundamentals Of Instruction
- National Airspace System
- CFIT
- Practical Test Standards
- Flight Information Publications Recurrency & Transition to Gliders
- Teaching Aerodynamics
- Human Factors
- FARs
- Weather Analysis
- TSA
- Instructor Professionalism
- IACRA
- Airport Operations Launch Method Considerations

There were some lively discussions on several topics. Perhaps not too surprisingly, the NTSB's transponder proposal as well as ground launch operations provided some of the most interesting exchanges.

The recent midair accident between the Hawker and glider near Minden is a compelling argument for the NTSB's transponder proposal. There were opinions on both sides of the fence on this one. While having an active transponder may help prevent midair collisions, technology is no substitute for using the Mk1 eyeball to "See and Be Seen". We share the airspace with a lot of other, fast moving, expensive hardware. If we don't do our part to educate the soaring community and give others their space, some of the money they spend on their fancy toys will be diverted to ensure they can operate unimpeded.

As part of the Launch Method discussion, differences between aero tow, ground launch and self launch operations highlighted the needs for specific training. While the majority of new gliders being manufactured are self launchers (which has its own set of complexities and operational needs), ground launch is seen as a fast growing segment of the sport. Most US glider pilots know plenty about aero tow, but comparatively little about ground launch. To the uninitiated, the factors involved with ground launching can come across as risky. In reality, it's really a matter of proper training and we CFIGs need to ensure pilots are properly educated.

Beyond the topics covered in the clinic, some of the SSF's Outreach Programs, presentations, publications and other online resources were discussed. These resources are an incredible benefit and value to the soaring community. All of us should be taking

(Continued on page 6)

advantage of them. A lot of the material is available on the SSF web site, but the Outreach Programs bring resources and information to you.

- For a nominal fee (\$300 as I recall) the SSF will coordinate with your gliding organization to present a gliding **Safety Seminar** to pilots in your area. They will provide an instructor to present four to six hours' worth of presentations to help you and your fellow pilots identify and reduce risk factors in soaring.
- **Site Surveys** are a free service provided by the SSF. They're a review of the soaring site operations as well as an update of airspace, new FAR's, safety procedures - like you accomplish in a Flight Review. The one-day survey of operations and procedures include a club-member-only Safety Meeting to confidentially discuss club concerns and questions.

The bottom line is that not only was the FIRC an incredible value, like all of the SSF's programs, it's an unmatched resource for the entire soaring community. The SSF exists to foster safety in our sport. If glider pilots don't step up to become safe, professional pilots, the insurance industry and aviation community in general will push our sport out of the skies. It all starts with each individual doing what they can to improve their knowledge and skills. Let's face it; if a room full of CFGs can learn from these clinics, can't we all learn something?

Mike is the Chief Instructor at the Lake Elsinore Soaring Club.

Southwest Soaring Museum

Bertha Ryan took has taken several photos of the Southwest Soaring Museum that are displayed here. George Applebay is the inspiration behind the Museum, and is shown standing in front of one of his designs.



Bob Hoey's BG-12.



George Applebay.



LK



Super Albatross.



Two Place Slingsby T-21B

A Life in Aviation By Andy Kecskes

Editor's Note: The soaring community consists of many unique and interesting individuals. This is the story of one who died recently at the age of 99 years.



Steve Kecskes, 99, of San Diego passed away quietly on March 8, 2008. Born on January 8, 1909, he emigrated from Hungary to the US through Ellis Island with his family when he was 2 years old, settling in Cleveland, Ohio.

Steve discovered flying as a teenager and it became a passion that lasted his entire life. While working at the Great Lakes Airplane factory he would trade flying time for some of the work he had done and he became hooked.

In the early 1930's he left Ohio in a Ford Model A for San Diego to go to work for Consolidate Vultee (Convair) building airplanes. He continued with the company for nearly 35 years working on B-25s, PBYS, F-102/106s and, experimental programs like the Sea Dart and one of his favorites the Pogo Stick vertical takeoff pro-



tototype.

He entered the world of glider flying in the late 1930's becoming one of the founding pioneers of the Torrey Pines Gliderport. He joined a small group flying their primary gliders from the beach by auto-tow at the base of the Torrey Pines Grade. Operations were moved to the top of the cliff and Roland Fetters, Ernie Stout, and Steve purchased the "Slo n' Lo" glider (right), a two place secondary glider made for ridge soaring. "Slo n' Lo" met its end in May of 1938 when it hit an unusually large thermal while still on auto-tow at Clark Dry Lake with Roland Fetters and Woody Brown on board. Both pilots fortunately survived, but "Slo n' Lo" ended up in pile of wreckage that was eventually scavenged by passer-bys looking for wood.

Torrey Pines was Steve's second home for several decades as he trained other pilots, ran the tow winch and performed repairs on sailplanes that helped build the base of pilots and aircraft for the fledgling Associated Glider Clubs of Southern California (AGCSC). After the loss of "Slo n' Lo" AGCSC purchased a Grunau 8 sailplane, and Steve and others trained additional pilots at Torrey all the way up to WWII. After the war, Steve, his wife Henrietta (deceased), one of the first women to fly at Torrey, and others such as Bob Fronius (Steve & Bob below during a day at modern Torrey Pines), Dave Boone and, Wally Wiberg, helped re-establish the Torrey Pines Gliderport and the AGCSC in 1946. He commented once that he quit log-



ging flights when he passed 3,000 winch launches at Torrey Pines, mostly as an instructor in the back seat of TG-2s and TG-3s purchased by the club as war surplus. Steve received his commercial glider license in 1946 and continued instructing many years thereafter. For their contributions over so many years, AGCSC awarded Steve and Henrietta life memberships.

During these years he also found time to build a Briglieb BG-7 as the first glider where he wasn't in a partnership with other pilots. Unfortunately, he and the glider were involved in an accident at Torrey Pines where he suffered some severe injuries to his legs and the airplane was totaled. This didn't dampen his desire to fly and after recovering from injuries where the doctors said he wouldn't walk again he returned to Torrey Pines and continued

his activities with his same vigor.

As his almost daily routine at Torrey Pines wound down, he began the restoration of a damaged LK. With this beautiful sailplane he moved his emphasis to the airfield at Lake Elsinore when the facility was on the east side of what was then a dry lakebed. After selling the LK he had a brief experience with boating, but eventually came back to flying after purchasing and rebuilding AGCSC's wrecked Schweizer 1-26. He and his son Andy flew the 1-26 at Elsinore, El Mirage and Hemet for many years before he sold it to Harry Baldwin who used it to win several 1-26 class cham-



(Continued on page 10)

pionships. Due to a miscommunication with the Schweizer factory the wing rebuild ended up doubling the wing twist from 3 degrees to 6 degrees, but it wasn't discovered until all the new skins had been drilled. Not wanting to replace the skins a second time, he decided to leave it alone and loved to fly it at very slow speeds in the thermals around Elsinore and out climb some of the higher performance sailplanes.

Without a sailplane again and approaching retirement from Convair, he carried on his passion by joining the Experimental Aircraft Association Chapter 14 of San Diego building and flying his Der Jaeger single-place, open cockpit bi-plane and then his Whitman Tailwind two-place, enclosed cockpit monoplane out of the Ramona Airport. As age crept up on him he moved his base of operation to Gillespie Field in El Cajon to eliminate the long drive to Ramona. While at Gillespie he flew his Cessna 150 and his last airplane a 1947 Luscombe, which he didn't sell until he was 82. He continued to fly in the company of friends and his son for the next ten years at which point he finally called it quits when it became too hard to get in and out the airplanes. Steve is survived by his son and two grandchildren.

Andy Kecskes is Steve's son. Doug Fronius and Gary Fogel contributed to this story..



Review of Platinum Canopy Cap By Greg Arnold

You probably have seen it – a glider on the ground with a silver canopy that, on closer inspection, actually is a canopy covered with a form-fitting silver “canopy cap.” This new soaring item is produced by Cheryl Franklin of Franklin Fabrication. Cheryl is the wife of Region 12 pilot Dan Fitzgerald.

Called the Platinum Canopy Cap, the product is not intended to replace the traditional canopy cover. The Cap does not protect from rain or dust, and the canopy cannot be latched when it is installed. Instead, the purpose of the Cap is to keep the sun out of the cockpit before and after flying. The traditional canopy cover will do that, of course, but it is relatively hard to install, and once installed the canopy cannot be opened unless the cover is removed.

By contrast, the Cap is easy to install. It is elasticized on the perimeter like a shower cap, so you just put it around one end of the canopy, and then stretch it and put it around the other end. More important, once it is installed, the canopy can be easily opened and closed without removing the cover. This is important while waiting to launch, since you will want to get into the cockpit at times, but it is inconvenient to have to remove and reinstall the cover each time.

Originally, the cap was not available for side opening canopies, as such canopies have interference from the hinges. A modified design fixed that. The cover for side-opening canopies has two elastic straps, one permanently mounted, and the other with one loose end with a plastic snap. Due to the design, the side-mounted cover takes a few seconds longer to mount than the front-hinged cover. However, like the front-hinged cover, once it is mounted it can be



(Continued on page 11)

left on the canopy while it is opened and closed.

My glider has a side-hinged canopy. While the Cap may be marginally more difficult to mount than on a front-hinged canopy, the additional inconvenience really is not noticeable. What is noticeable, however, is that the Cap is much easier to install than the traditional canopy cover. No need to try to get a number of straps to end up in the right place under the fuselage and behind the wings. And, of course, the canopy can be easily opened and closed.

The cap comes complete with a small bag, and in the bag the Cap takes up much less room than a conventional cover. Just take off the Cap, stuff it in the bag, and throw the bag behind your head.

The original concept for the Cap came from Bill Liscomb, who wanted a "shower cap" type cover made from a bed sheet. After Cheryl made him one, the word spread, and the Canopy Cap was born.

Next, the shift was made to the current material. It is a reflective four-way-stretch material with a laminated coating. Dan reports that it has fair abrasion resistance and will not fray if cut. The silver coating will lose some of its brightness with use, but none of its function. Dan says that a user can expect at least two seasons of frequent use while waiting on the grid in our Southwest desert conditions. The cover can be hand washed using a mild detergent such as Woolite. Hang it indoors to dry. Do not iron.

The final development of the cover occurred when Pat Russette came up with the idea of the Sun Shield. This is a flap at the back of the cover that prevents the low sun in the winter from bouncing off the inside of the canopy and reflecting downward to burn the glare shield (see photo).

The covers are available from most soaring suppliers -- [Easycanopycovers.com](http://easycanopycovers.com) at Warner Springs, Williams Soaring Center, Wings and Wheels, Eastern Sailplane, M M Fabrication, and Cumulus Soaring. The website with the most extensive information is <http://easycanopycovers.com>.

Coyote Ground Launch Weekend - Three Perspectives

Larry Tuohino's Perspective

This year's OCSA Coyote Dry Lake camp out was held on May 3rd and 4th. Members from Tehachapi Soaring and Associated Glider Clubs of Southern California joined the fun.

The goal was to put all the pieces together and operate solely within our internal resources. Coyote is a great place to do this because the issue of ground obstructions is removed...if the situation goes awry, release and just land forward. I'm happy to say that all worked as planned. Wind was near constant but so were the thermals. We had 46 launches without incident. Tony Davis and Mark Forthyn flew as safety pilots, Larry Tuohino served as line boss, and Nick Ounanian and Irv Powalka operated the winch and retrieve. Tows were \$15 with launch altitudes ranging from 1500 to 2200 feet.

When not flying or hanging out, shotguns were tracking clay pigeons, land sailors were tearing up and down the lake bed, and R/C aircraft floated above. The local residents came out, and a few rides were given them to cement friendships.

The evening BBQ and bonfire was the best ever! Swantje Tuohino provided a tasty risotto. Guitars, bongos, washboards, and flutes appeared out of nowhere, and soon the young ins' were dancing around the fire. More kids than we have had in 10 years joined us. The youngest was Alex, all of 8 years old. He led the group in song and square dancing. Jennifer and Silvia boogaloo'd to their Ipods while backlit for the cameras. The boys, Richard and Steve, found a box of fireworks left over from the 4th of July. This is what soaring should be....



Coyote Control Tower. Photo by Joann Willems.

(Continued on page 12)

Ed Slater's Perspective

Larry told me he considered this Coyote trip the best one, I think it is a pretty good call as Larry has been setting these up for 15 years. There were lots of kids – teenagers, and 8 year old Alejandro. These young people brought a lot of energy to the campout. Sylvia and Jennifer danced around the camp fire with their iPod music, no one else could hear it, but it must have been good as they really rocked. Alejandro led camp fire songs. Several young boys were tearing around on dirt bikes; others were careening around on land sailors, now I have to build one too.

I am working with Roman Wrosz building a new generation of winches. This campout showed that an aero tow is not needed. We charged \$15 for each winch and auto tow, of that \$13 was profit for each club. Compare that to the cost of a 2500 foot aero tow, probably at least \$40.

It is very clear to me that if we are to 'grow' soaring in the North America we must bring the training cost down. We can only grow if we bring in young people. I attended the SSA Convention with Roman in February. Nearly everyone there, including me, was a bit 'long in the tooth'. Winch launches are the way to go; they are the way to grow.

Alejandro's Perspective

Call me Alejandro, all you need to know about me is that I am eight years old and that Roman Wrosz is my dad. Our group was made up of Steve Pachura (our driver), Roman, Sylvia Wrosz, Jennifer Hawthorne, Ed Slater, Doug Stoodt, and 'world famous' Alex Wrosz.

After about 150 miles of freeway and pavement we turned off Fort Irwin road onto Mother Lode road. We were now on dirt. Things went bad after less than a mile when one of trailer tires shredded. Steve was so thrifty that we didn't have a spare. That was when I said; "Steve, Steve, Steve." Our treasurer Ed eventually had to pay out one hundred freakin dollars.

Lucky for us Ricky, a local, found us and went to Bartow to get us a new tire; he even mounted it on the rim which somehow survived the trip over the gravel. I think he was meant to be there to help city people who are not prepared for the Mojave Desert. We had to borrow a spare from an OCSA trailer to get the edge of the lake.

When we finally arrived at Coyote Dry Lake, we introduced ourselves to the rest of the OCSA people, put up our tents, and ate. The next morning we drove to the center of the lake.

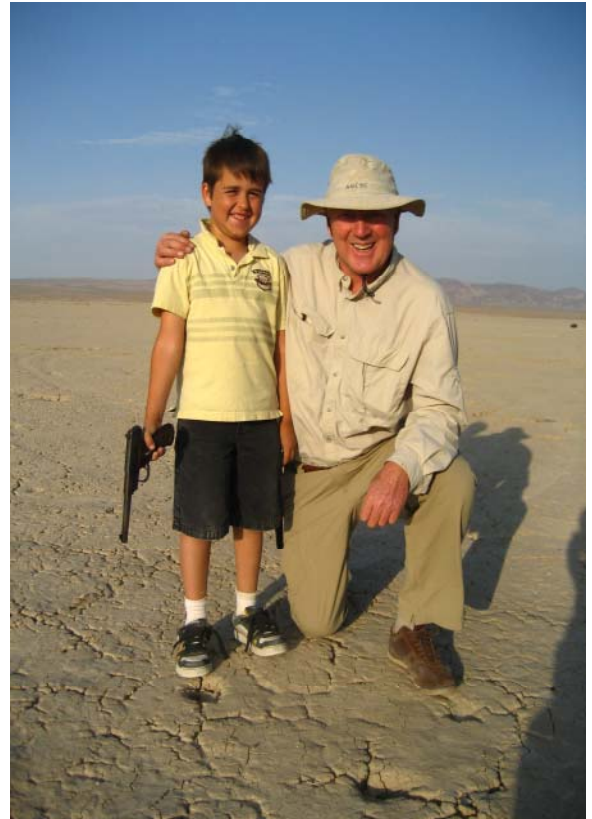
So now I should tell you why we were now sitting in the middle of a dry, windy, dirty, hot desert lake bed. It's because we were going to ground launch sailplanes. OCSA brought a sidewinder winch along with an L-13 Blanik and a nice little PW-5. AGCSC brought an L-23 Blanik. AGCSC planned to use my dad's V-8 Tundra and 5000 feet of 3/16" 12-strand spectra polyaramide fiber line to do auto tows.

Over the next two days OCSA's winch averaged 1600' launches. AGCSC's Tundra averaged 2300' launches. The great auto launches were possible because the lake is about 8 miles across, but we only used about half of it.

We also had Lynn Ericksen's SGS 2-22 named Butter Cup. The OCSA winch broke down a few times, but Nick always got it up and running again in short order. Our auto tow system had a few glitches as well. With Ed driving and me on the radio; line boss Larry Tuohino told us to take up slack followed by "Go, Go, Go", followed by "Abort, Abort, Abort". We stopped and I called Larry on the radio to ask what happened. He said "We forgot to hook up the glider". I radioed back "Duhhh!" then I said; "Larry, Larry, Larry".

One other auto tow 'oops' was when we were launching my dad and Jennifer in the Blanik. My dad pulled the stick so hard that we started skidding sideways at 55 miles an hour. We slowed down right away just as Roman radioed that he released at 3000 feet. Ed said "We noticed", then we both said "Roman, Roman, Roman".

We considered naming this story: "Steve, Steve, Steve; Larry, Larry, Larry; Roman, Roman, Roman", but Doug, Steve's attorney friend said that might not be such a good idea.



Alejandro and Ed Slater at Coyote.

Alejandro's write up:

Lucky Ricky (1)
 (a local) he bought
 us a tire. He
 M was meant to help
 people from the
 city who aren't
 used to the Mojave
 desert. When
 we finally arrived
 to Coyote dry lake
 we put up our
 tents + and ~~eat~~
 ate. Then we intro-

oops. With Ed (7)
 driving + me w/
 the radio Larry
 the lineboss
 told us to pick
 up slack + then
 followed by go go
 go then abort
 abort. I called
 Larry on the
 radio + he said
 the line crew
 forgot to connect

~~SOARING~~ Adventure
 Call me Alejandro (1)
 Steve All you need to
 Steve know is that I'm
 Steve About me
 8 years old. It
 all started when
 Steve, (our driver)
 was taking Roman
 Wrasz, Sylvia Wrasz, Je-
 nnifer Hawthorne, Ed St-
 ater, Doug Stoot, +
 world famous Alex Wro-

cause we were (5)
 here to ground
 launch sailplanes.
 OCSA brought
 their winch. AGCSC
 brought Roman's V8
 Tundra with 5000'
 new Spectra 12
 strand fiber line.
 OCSA's winch averaged
 about 1600 feet. BUT
 AGCSC's Tundra
 averaged 2300 feet

OLC – Final 2007/2008 Winter Season Standings

This year's OLC season started in mid-October, 2007, and will end in mid-October, 2008. The halfway point for the season is mid-April, 2007. If the OLC gave awards for the half-year winter season, the final standings would be similar to those listed below. These standings include all flights through Tuesday, April 15, 2007.

OLC Final Winter Season Standings

OLC Champion	Points
Jim Payne	4582
Dan Ladd	2154
Sean Franke	1556
Gary Ittner	1548
Steve Bralla	1467
Stan Foat	1443
Greg Arnold	1420
Dan Fitzgerald	1117
Rick Leffingwell	1101
Chuck Deerinck	1043

All Flights	Points
Jim Payne	4582
Dan Ladd	2643
Gary Ittner	2429
Sean Franke	2085
Stan Foat	2075
Steve Bralla	1888
Greg Arnold	1797
Peter Hartmann	1429
Dan Fitzgerald	1193
Paul Robinson	1113

Best Flight	Points	Kilometers
Jim Payne	1429	1726
Larry Armi	560	740
Dan Ladd	545	639
Chuck Deerinck	486	595
Marty Eiler	468	540
Dan Fitzgerald	456	506
Dean Chantiles	448	485
Sean Franke	419	509
Pat Russette	398	442
Steve Mawhinney	381	416

OLC-FAI Champion (triangular flights)	Points
Stan Foat	897
Gary Ittner	886
Rick Leffingwell	693
Steve Bralla	563
Rick Barber	523

Some SSA Convention News

Duckhawk

This is a 15 meter sailplane that is a project of Greg Cole in Bend, Oregon. Greg presently builds the Sparrowhawk. The DuckHawk will have an empty weight of 300 pounds, with each wing weighing only 80 pounds. Each wing will have an area of 80 pounds, and the glider will have a maximum gross weight of 860 pounds. That gives a wing loading between approximately 6.0 and 10.75 pounds per square foot. The glider will have an aspect ratio of 30, and reportedly will have a VNE of 200 knots.

Jonker JS-1

Attie and Uys Jonker attended the Convention, and reported on the 18 meter sailplane they are building in South Africa. The JS-1 will have a jet sustainer option that will give a climb rate of 2 to 4 knots depending on weight. The installation is basically the one that Bob Carlton has used on his Silent jet sailplane. Details of the project still are under development, but Uys says that they would like to avoid the use of wing fuel tanks. The range may be approximately 80 nautical miles.

Duo Discus

To create the Duo Discus XL, Schempp-Hirth inserted a 4 inch plug in the fuselage forward of the wing. The cockpit interior is completely new, with the two cockpits separate below shoulder level (the co-pilot's feet are no longer at the pilot's elbow). Because the pilot is further forward, for weight and balance purposes it was necessary to move two batteries to the tail. The spoilers were moved forward by 2", and the height of the spoilers was increased by almost an inch. This should solve the Duo's reputation for inadequate spoilers.



Jonker JS-1.

Soaring News

Avenal Soaring Camp

The annual Avenal contest has been changed this year to a soaring camp. It will be held from Thursday, May 15, until Sunday, May 18. Tows will be available on Wednesday the 14th. For more information, contact Mario Crosina at mario.crosina@comcast.net.

Playback of IGC Files on Google Earth

You now may playback your IGC flight logs on Google Earth. Go to <http://ywtw.de/igcsimen.html>.

Transponder Status

As a result of the midair between the ASG-29 and the Hawker in the Minden area, the NTSB has recommended to the FAA that the glider transponder exemption be eliminated.

(Continued on page 16)

Jim Payne's 1000K flights

From March 26 through April 27, Jim Payne made seven 1000K flights in wave on the Sierras: 1795K, 1778K, 1726K, 1596K, 1132K, 1096K, and 1096K. These flights put him in first place in the worldwide OLC with 7426 points. The second place pilot is trailing Jim by 935 points.

Cambridge Product Support

Gary Kammerer has left Cambridge, and the company has now stopped supporting any out-of-production units.

Winchfest at 29 Palms

Winch Fest 2008 is scheduled for 29 Palms Airport on May 24-26, and May 31-June 1. For further information, contact Donald Renfro at 760 366-7832, or Joe Gerusa at 760 369-9101 or at gerusajoe@netzero.net.

Region 11 and 12 Directors Resign

One of the major recommendations of the SSA Future Restructuring Task Force was to significantly reduce the size of the Board of Directors. To that end, Region 12 Director Jim Skydell and Region 11 Director Fred LaSor resigned from the SSA Board at its meeting on February 16th, 2008. Along with other Directors whose positions will be reduced, they were offered the opportunity to serve out the terms to which they were elected, but chose not to do so in the interest of streamlining SSA governance as rapidly as possible. The remaining Region 12 Director is Cindy Brickner, and the remaining Region 11 Director is Jay McDaniel.

New Soaring Operation in Minden

Fred LaSoar has just opened a new operation in Minden called SoaringNV. It offer cross country instruction in a Duo Discus, and has an LS-4 to rent for solo flight. For information, contact Fred at flasor@soaringnv.com. The webpage is <http://www.soaringnv.com>

FLARM May Soon Be Available in the US

The FLARM is an anti-collision device very popular in Europe that indicates the location of other gliders. If all goes accordingly to plan, before long it will be on sale in the US for under \$1000.

Electronic Logbook

There are many electronic logbooks out there, but most are designed for power pilots. Therefore, they do not work very well for the soaring pilot. There is at least one logbook that can be highly customized, however, and seems to work well for gliders. It is <http://www.forpilots.com/logbook/>.

Jonker JS-1 Wins Again

The new Jonker JS-1 won the South African Nationals for the second year in a row. The first production JS-1 is now in the United States, and will be flown by Bill Elliott at the 18 Meter Nationals at Mifflin in May 2008.

New Glider Refinishing Business

JJ Sinclair reports that Rich George has opened a glider refinishing shop near Redding. According to JJ, "He is quite a craftsman and one hell of a hard worker. . . . His work is outstanding." Rich's Refinishing at (530) 472-3321.

King Mountain Glider Park

An ambitious project is underway at King Mountain in Idaho to construct a glider operation. King Mountain presently is a well known hang gliding and paragliding location near Moore, Idaho. If the plans are realized, the site will have a 4,000 by 100 foot grass runway, tie down area, and camping facilities. The long term goal is to provide both aero-tow and winch launch options.

(Continued on page 17)

According to http://northwestoutdoors.com/idaho/king_mtn.html:

King Mountain is a premier cross country site. The flying is similar to high desert mountain flying anywhere (think Owens Valley) with strong lift, rapidly developing weather and changing winds. The terrain is unique, with three parallel valleys separated by single spine mountain ranges. Cloudbase is often high enough (15,000 - 18,000 feet) to cross the ranges, opening up many different, unique and beautiful X-C routes. The main milk run goes up the Lost River Range to Challis (for 70 miles) and on to Salmon (for 100 miles). The range is fairly continuous, with a few passes and other terrain challenges to make it more interesting.

In March 2008, it was reported at http://www.soaridaho.com/King_Mt_Glider_Park/March_07_08_Update.html that:

By golly we sure had a great first year! To recap...we finished our surveys and our plans for the park development. We applied for our conditional use permit, attended public hearings and were approved by the County. We submitted our plans to the State of Idaho and the FAA and the project was welcomed with open arms. We graded the airstrip, tie downs and staging area. We planted 19 acres of drought resistant durable turf. We designed, surveyed, and staked out the 27 space RV Park, Open Park, and Irrigation Pond. And late in the fall, we began excavation of the Pond and began our road construction. All and all a pretty darned good year! Fingers crossed, our first sailplane operations should be this coming summer. One of the great things that we noticed during our time at the park was the soaring conditions late in the season. September and October are just fantastic. On one day in mid October we observed 7 dust devils on the airstrip at one time.

For more information about the proposed glider operation, see http://www.soaridaho.com/King_Mt_Glider_Park/index.htm.



XC Skies

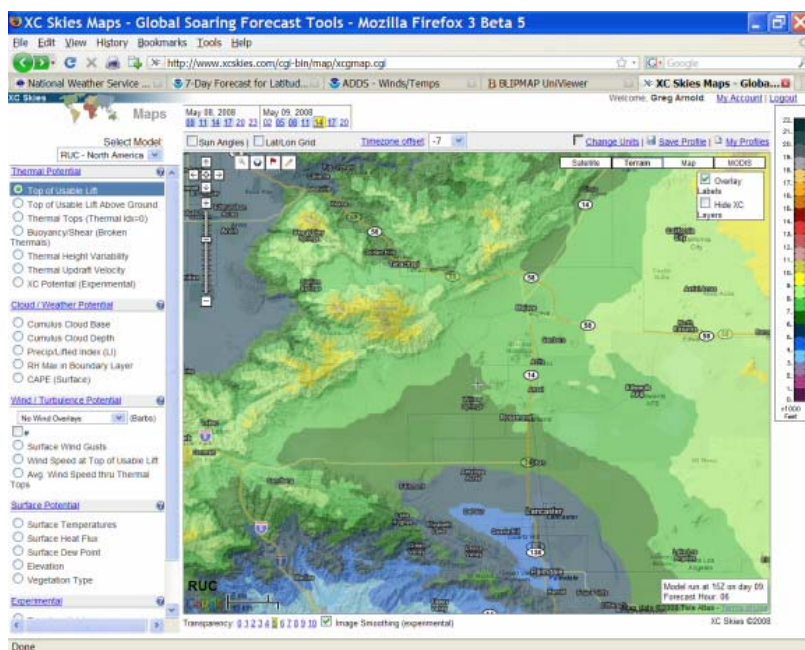
Someone has finally improved on Dr. Jack's BLIPMAP. The new product is XC Skies, which is the brainchild of three paraglider pilots who are atmospheric scientists at the University of Utah.

The big improvement over BLIPMAP is the quality of the maps. BLIPMAP plots data on a very crude map which only gives you an idea of lift in a general area. XC Skies plots the data on a detailed Google satellite or terrain map. Both BLIPMAP and XC Skies give you a choice between maps based on RUC and NAM data, while XC Skies also uses FSL data.

XC Skies also has a better user interface than BLIPMAP. Among other features, with a mouse click you can see current wind barbs of all weather reporting stations in an area. You also can click at any point on a map and get soundings for the point, though at this time it appears that the soundings are only based on the FSL model, not the RUC or other models available at the FSL site. Other features are balloon soundings, predicted winds at different altitudes, coverage anywhere in the world, and predictions for every three hours rather than just 1800 and 2100 Zulu.

If there is any weakness with XC Skies, it may be that weather models are not able to accurately predict local conditions at the detailed scale shown on the maps. Thus, the maps may give a false appearance of accuracy.

For more information, go to <http://www.xcskies.com>



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Thanks to everyone who helped with this issue.

To all Region 12 members: Many soaring-related businesses support our efforts to revitalize and enhance soaring activities by advertising in Southern California Soaring. Please do your best to return the favor.