

# **Upcoming Events:**

Of course, there's much ahead in the skies over Bergseth. AND, there's still a whole summer of other soaring opportunities ahead of us. Several members have already begun their season in the sun out at Ephrata and there will be many more weekends ahead that will offer some excellent days over there.

### **Special Thun Field Operation**

Most immediately, however, we have a special operation planned at **Pierce County airport** This will be our chance to display our sport and our club to an aviation oriented audience and will give us the opportunity to give rides to potential glider pilots and club members. For this to work, we need to all be committed to giving of our time to helping with ground handling, meeting and greeting, signing up, etc. which will require more bodies than our usual operations. So, if you haven't responded to Stefan's call to action, do so ASAP. This can only be a positive for our effort to attract new members.

### **Planned Trips**

Then there is the opportunity to hitch up the trailer and head for parts south where we've traditionally had out share of high times. The group from Willamette Valley Soaring has their sortie into the wilds of SE Oregon at the Alvord Desert below the Steens Mountains. (If you have any designs on that adventure, don't hesitate to contact Steve Rander (stever@schoonercreek.com) for a reservation. There's detailed info at Yahoo Users Group). Then there's the chance to join our merry PSSA band in another jaunt down to Montague, CA to tour the environs of Shasta and Scott valleys. Wayne Ginther gives a little preview here:

This is the latest on soaring encampments. We have approved towing at Siskiyou County airport in the Montague-Mt Shasta area for July 23 thru the 28th. Travel for most of us will be on July 22nd down and the 29th home. This is one of the best places our club has soared and it seems to get better each year. Lots of things to do in the area with family and friends. Also, it is a good place to meet up with power pilot friends from club and beyond and go out to dinner with the gang. The trip follows the Alvord Desert excursion from July 17-21 so our friend Don Crawford and our members can participate in both events. Also, think about going down in safari so there is always help if needed. I expect all ten of our private ships, which includes George's power glider and Don Crawford's glider to make this trip. It is a challenging place for the L-13, but flying aggressively one can have a lot of fun enjoying the challenge and the scenery. Three people minimum for the L-13 to go need to make the commitment - Wayne G.

Then, there is always the opportunity to schedule a club excursion over to the Wenatchee / Ephrata area taking our L-13 for those without a private ship. Here's what Wayne says about that the Wenatchee option:

Wenatchee is a good place for the L13 since the ridge and plateau are near. It is a great place for most gliders for jumping into the mountains with wave and thermals available. However, here are the rates and fees: \$50 required for one month club membership
\$20 1st 1000 ft
\$.50 for each additional 100ft
\$10 surcharge for each tow
\$10 /week for trailer parking on airport
\$30 /month for glider tiedown on airport - Wayne G.

# **Recent Events:**

While we on the west side were hunkering under the rain tarps there were several of our gang who headed for Ephrata over the long Memorial Day weekend to engage in some of the challenges offered by that area and the SGC Cross Country Camp. It apparently was a weekend of varied conditions and interesting results, but I'll let Charlie Long and Tim Heneghen fill you in on that : Visit our ¥ahoo Users Group site for some fascinating recaps of their Memorial Day weekends.

Here's just a taste from Tim:

5/27/06- Scrapped plan for 300k attempt with JC due to early overdevelopment. Flight ended up being EPH, Waterville, EPH. Lots of rain showers moving about the area. A real challenge to stay ahead of them especially later in the day. Flew 108 miles(175 km), total time: 3hr 9min. The flight is posted on the OLC

5/28/06 - Things looked good, planned for a long flight. Ended up parked in a plowed wheat field 10.7 miles from EPH 37 minutes after release.

5/29/06 - Day looked like it had great potential so JC and I headed off on a 300k FAI triangle attempt. North 72km(45 mi., East 90km (55 mi.) West 119km (82 mi.) I ended up flying 294.3km (186 mi.) Soaring time was 7 hours 41 minutes. It's one of the highest scoring flights of the day on the OLC. I didn't officially finish the 300k and I certainly didn't set any speed records but I'm pretty darn happy with the flight. The flight is posted on the OLC. - Tim H.

Ed. note: Look for an important article below by Tim reflecting on his 5/28 land-out some important considerations relating to that experience and other events of that outing.

And there's Charlie Long's report on his experiences of that weekend which you can get at the Yahoo Users Group. Check it out.

But, meanwhile, back at the ranch,





Training goes on as Coach Glenn auditions another recruit. Are YOU checked out yet?

And now for our newer pilots out there, a reminder of the importance of that all-important preflight checklist. Our picture below captures a moment in that routine seen at Bergseth recently and was sent to us by alert reader Kim Sears :



So, again, what does it mean when the stick points up?

## **Board News:**

The board has been working on a five year strategic plan which is aimed at helping us realize the things that we all want to have for our club and its members. As Tim's recent letter through the Yahoo Users Group noted, we will all have a chance to talk it over at the Thun Field operation. See you there.

# **Operations:**

As a starter here, let's give a reminder to our scheduled field managers that we want to take advantage of any and all opportunities to launch an operation at Bergseth, especially to gain the chance to draw those new people in. If the weather looks questionable, let's give it every chance to turn in our favor. There will be obvious cases where its a no-go, but when it's 50-50 we can miss a good afternoon if we cancel too soon. Putting the operation on hold and giving the Bergseths a call, even venturing out yourself to the field, can give us just one more chance to fly.

And, let's try to get consistent use of the signs we have stored at the Stop & Shop at 416th and the Enumclaw-Black Diamond Rd. intersection to bring in the traffic around Enumclaw. (just put 'em out as you go on to the field and pick 'em up on your way back).

Operations Officer, Stefan Perrin, would like to provide some enlightenment on recent changes in

our billing rates. Take it away, Steve:

#### What the %\$\$# is This Charge on My Account Statement?

Let me start off by offering my sincerest apology, for I am solely responsible for the accounting error that affected PSSA tow charges in 2005 for all tows above 1000' AGL. My one saving grace for this mess is that we had a severely abbreviated season last year. Let me attempt to explain why many of you will receive an additional charge on your next statement designated "Tow Fee Adjustment for 2005 processing Errors - xx Tows" (the xx represents the total number of tows affected).

As most of you know, I have an application that I developed in Microsoft Access, which processes all the flight data and creates a QuickBooks file for posting to the individual accounts. At the start of the 2005 season we instigated a new tow charge whereby we offered a reduced fee for tows 500' or less AGL. This was done to take away a little of the pain accompanying the minimum tow rate increase to \$16 for the first 1000'. Of course this only affects rope break practice but it was a nice gesture nonetheless. In order to incorporate this into the FlightLog ©®<sup>™</sup> application I needed to modify the formulas in the calculation module. This in and of itself was fairly simple. However, after making the changes I ran tests to make sure the new 'rope break' rate and increased minimum rate were calculated correctly. The testing showed consistent results against the new rates. However (get ready, here it comes), due to aging gray matter, lack of sleep, a severe drug and alcohol problem, the kidnapping of the family dog by Antarctic terrorist, [insert any other excuse here], I failed to test the modification with data representing tows above 1000' AGL. Had I performed tests data representing all possible scenarios I would not be writing this, but that's now all ancient history. As a result, we ended up undercharging by \$6.00 for most of the 154 affected tows during 2005. There were some tows that were undercharged less than \$6.00, but not many. The following attempts to explain the math and what the amount on your statement represents.

The error basically ignored the \$16.00 charge for the first 1000', instead it just applied the \$1.00 per 100' rate for all tows above 1000' AGL (remember the program calculated correctly below 1000' AGL so those charges were correct). To illustrate a couple of examples, let me first explain the logic in the program.

The erroneous logic went: X = (AGL/100)If AGL <= 1000 Then Tow Charge = \$16 If AGL <= 500 Then Tow Charge = \$12 If AGL > 1000 Then Tow Charge = X Correct Logic: X = (AGL/100)If AGL <= 1000 Then Tow Charge = \$16 If AGL <= 500 Then Tow Charge = \$12 If AGL > 1000 Then Tow Charge = (X - 10) + 16

The following table illustrates this logic:

Release (AGL)	<u>Erroneous Formula</u>	Erroneous Charge	Correct Formula	Correct Charge
1200	X= 12, AGL >1000, therefore Tow Charge = X (\$16)	\$16.00	X= 12, AGL >1000, therefore Tow Charge = (X-10) +16 (12-10) + 16 = 18	\$18.00

1600	X= 16, AGL > 1000, therefore Tow Charge = X (\$16)	\$16.00	X= 12, AGL >1000, therefore Tow Charge = (X-10) + 16 (16-10) + 16 = 22	\$22.00
3000	X= 30, AGL > 1000, therefore Tow Charge = X (\$30)	\$16.00	X= 12, AGL >1000, therefore Tow Charge = (X-10) = 16 (30-10) + 16 = 36	\$36.00

Not that any of this helps pay your bills; I just wanted to attempt to explain how the math was compromised. Now, aren't you glad I'm not your child's math teacher?

Your next statement will only show the total amount due for all of your erroneous 2005 tows in order to keep the page count down. For those that would like the detailed information of these tows, please contact me and I will be happy to send you an itemized report. For that matter, I am always available to create specialized flight log reports for any club member; all you need do is ask. Again, my apologies for not catching this earlier, but remember, to reduce tow fees, we just need to fly more.

Stefan Perrin

## **Reports from Members;**

This next item is as much a safely matter as an operations reminder, but it might be a good idea here to review an article presented to us by Cap'n Mark about our chances when things go south (when going west) at Bergseth:

**Question for the Month**: Which way is home on a rope break? – Part 2 (By Mark Allen)

So you've just past the end of the runway when you find yourself liberated from your leash and now have to decide whether to turn back or seek new excitement at farmer's yonder field. The devil tries to convince you that your altitude is adequate to turn back. The rebuttal to the devil is a minimum 200 foot altitude. There are good reasons for this minimum, though rarely mentioned. But is this truly an absolute minimum for considering a turn back? Can the devil we know be better than the devil we don't? Can't I, in a snap/tight decision, justify a little lower altitude or maybe even a lot lower altitude?

Have you ever practiced landing out from a rope break? How difficult will it be for you to convince yourself in a fly swat that flying on to distant turf, with its never before tried approach-end obstructions, short and unimproved surfaces with unknown obstacles, and the not-to-be-forgotten glide-stretching, skirt-raising, altitude-depleting, distance marathon with its medley of highway robbers, is the enticing option. If the conventional procedure seems poverty-stricken, then the devil's choice becomes gold plated and that 200-foot minimum becomes fine print in the terms for turn back.

We rarely think beyond the notion of these dreaded situations because the outcome will always be uncertain, we will never be able to practice the event, and anything we think about will only be theoretical. Besides, when we find ourselves in these fate-distressing situations, it's far easier to justify wishful decisions on meager preparations than on laborious study. Perhaps we perceive our options becoming more limited as we broaden our knowledge base. In other words, if we know too much then we can't do what we really want, because we know better. But that's confusing childhood recklessness with adult maturity. So let's try enlightenment and see if we are worse off for it.

How much altitude does it take to make a 180-degree turn on a stable day in a glider? 200 feet?, 150 feet?, what? If you can't answer this without guessing then what are you doing when you go flying? Wouldn't this be useful to know, even without a rope-break procedure? What is the optimum bank

angle for this turn so you lose the least amount of altitude? I suspect most can answer this fairly closely. The true angle actually varies with the glider and airspeed but a good rule of thumb is 45 degrees. Since bank angles are not displayed in the cockpit, having a more precise angle to fly doesn't do us much good.

What airspeed do we fly? That too depends but a good rule of thumb is minimum sink speed for the bank angle flown. Minimum sink speed for the Schweizer is 45 mph and 48 mph (42 Kts) for the Blanik at max gross weight in level flight. With a 45-degree bank angle, these increase to 54 and 57 mph respectively. To keep our flying simple, it is best to remember one number. Therefore, we shall establish 55 mph (48 Kts) as the target airspeed to make our turn (don't make this rocket science). This is probably the slowest speed you would be in tow if you had a rope-break fire drill with a turnback option. The tow plane should be pushing 60 mph or better by this time.

What airspeed do we want to roll out at? Since we want to make the best distance across the ground for the altitude lost, we need to fly our best L/D speed. This just happens to be about 52 mph (45 Kts) for both gliders. That means we can lose 3 mph in the turn and save some altitude loss (yah right, 10 feet).

Returning to altitude loss, most glider manufacturers assert a loss of approximately 35 feet in a 180degree turn. I've tried it in the 2-33 and Blanik and I typically lose 50 feet while maintaining airspeed. However, it is possible to make the turn without any altitude loss if you give up airspeed to maintain altitude. Starting at 55 mph, a level turn will end at just about the stall speed after a 180-degree turn. But I hope you don't take my word for any of this, find out what you can make it do. You'll never be comfortable in a low-altitude turn back unless you have proven to yourself what the altitude loss is.

Making this turn is where the big problem arises, particularly if you are short on altitude. Anxiety makes you want to get turned around instantly without any altitude loss so you can assess your situation from a more favorable vantage point. This is what you must overcome, the urge to turn on a dime without altitude loss. If you don't have faith from practice at altitude, you will almost assuredly apply ailerons, back stick and rudder to their stops in a low altitude turn back. This will guarantee a touch down (even without a football) with a zero glide ratio. In fact, to make this turn and not lose any airspeed, you must descend fairly significantly. The turn takes approximately 7 to 8 seconds at 55 mph and a 45-degree bank angle. If you lose 50 feet in this time you will average a 400 foot per minute rate of descent. This is why people get into trouble during this turn, the descent seems way too high and they pull back trying to stop it. This combined with rudder to speed the turn is doomed to failure. The high descent rate is only for a short period so you don't actually lose that much. But practicing the maneuver is the only way you will ever be convinced.



What direction should you turn? We

always offset to the right after departure, so should we always turn left on a turn back? The accompanying picture should answer this question. A left turn shortly past the end of the runway or

even before will cause you to turn into the hill (trees) at the end of the runway. There will be no option to make the runway if you do this. You'll either hit the hill or land in the trees. The only time it becomes safe to make a left turn is after you have crossed over the Left Turn Line, as depicted in the photo. This is an imaginary line extending eastward from the south end of the first open field past the end of the runway. Until you reach this line, you need to always turn right, no matter what. Winds can change the turn diameter by about 100 feet (10 mph wind) but the rule will still apply.

Once the turn is made, you have to make the field with the remaining altitude. Assume you are at 55 mph, 100 feet elevation and are 1,000 feet from the end of the runway. Can you turn back and make the field? This would be the point identified in the photo as "Point A". If you find yourself in this situation there is something wrong with the tow plane. It will almost always climb better than this. If we assume you hold your airspeed at 55 mph throughout your turn, then you'll lose approximately 50 feet. That leaves you with 50 feet. With a glide ratio of 20, you can just make it ( $20 \times 50' = 1000'$ ). Actually, you'll more than make it because you'll have excess airspeed that could be traded for additional distance. I'll talk more about that in Part 3. How realistic is a glide ratio of 20 in the 2-33 (published value is 22.25)? I actually measured it one day and I got somewhere between 21 and 22. The Blanik didn't do much better, maybe 23 or 24 (published value is 28).

There are reasons for and against turning back below 200 feet. I didn't cover the reasons against but a lot has to do with inexperience and doing stupid things and a few others reasons based on making one size fit all occasions. In any case, you are required to decide, but don't wait until the moment before you commit to a plan. Go out and practice at altitude. Find out how badly you can botch the situation or what it takes to bungle it. Maybe even 200 feet is too low for you. Before going against convention however, be aware that in an accident, the courts frowns on those who did what most won't.

# Safety and Training:

Here's where we'll let Tim Heneghan reflect on his recent experience at Ephrata and what he would pass along to us relating to the planning of a good land-out. To get a full appreciation of the facts related here, please visit out Yahoo Users Group site for an incident report filed there by Charlie Long.

### Staying Ahead of the Game Tim Heneghan

If you are going to fly cross country you need to accept the fact that landouts are a distinct possibility and more than likely will become reality more often than you may like. That being the case it's important to know how to plan for and make successful off field landings under a multitude of varying condition.

There's is no shame in landing out. If you hear a pilot boasting about having never landed out, you're probably listening to a pilot that hasn't flown very far, very often. It's simply a fact of life in cross country flying. A landout might spoil what you thought was going to be a great day of soaring, but, that's just part of the game we play. If you're not willing to land out, there is a high probability you will not be flying far from home. I say that from my own experience. I've made many flight where I thought I was on a cross country flight but found myself not willing to take the next step because there was something in the back of my mind holding me back. It may have been I just didn't want to go through the hassle of a retrieve that day; I had some sort of obligation that evening, or a number of other "excuses". Unless you don't care if you miss obligations you'll need to rid yourself of needing to be somewhere that day and night. If not, you'll find those obligations turning your home airport into a magnet. I've never forgot the first day I told myself there is absolutely nothing holding me back. I found it very easy to take each and every step to fly farther than I'd ever flown before. It was a very rewarding flight.

I am not a high time soaring pilot with thousands or even hundreds of flights. Actually I fall into the

low time glider pilot category. However, I do have a fair amount of powered aircraft flying time in many different aircraft. Over the years I've developed the habit of always having in the back of my mind where I'm going to head if things go wrong at any time. It's a habit I developed because a lot of the flying I did was in areas where landing sites were few and far between and we flew at relatively low altitudes. So, whether my rubber band breaks or all the thermals disappear, I've always got an idea as to where to go. It's just the way I fly. I would assume many pilots do the same.

There's a term used in power flying that I don't recall ever hearing while gliding. That's not to say it's not used, it's simply I haven't heard it and I think it is very important thing to remember no matter what kind of flying your doing. That is "stay ahead of the airplane" Typically the faster an airplane fly's the farther out in front of it you need to be thinking (anticipating) about what needs to be done or what is going to happen next. Gliders fly relatively slow, so does that mean we don't need to think very far ahead, absolutely not. When flying gliders the farther you think ahead the better off your going to be. Whether it be figuring out where the next thermal is or knowing what your landing options are, planning ahead will reduce the pressure when things get tough.

I'd like to describe to you the experience I had on the second day of the recent cross country camp in Ephrata. Conditions looked good with cloud bases starting of at about 3,500' AGL about 11:00 am. There was a chance of overdevelopment late in the day but that was of little concern at launch time. J.C. launched two tows ahead of me and released to the northwest of the airport. About 15 minutes later I released at 3,000' in roughly the same location. After poking around a little bit I found a couple of thermals and was comfortable heading north in pursuit of J.C. After about 15 minutes I was 8 miles from Ephrata and was down to 2,000' AGL. I was optimistic that I just needed to cover some more ground to find the thermal that would put me comfortably back in the game. I could easily see that for the next five or so miles there were plenty of potential landing fields (plowed wheat fields) so I pressed on. Several minutes later I was a couple of miles farther to the northwest and several hundred feet lower. Where's that thermal? I called J.C. to find out where he was. He informed me he was near Mansfield at 6,000'. How did he do that? I was amazed he got that far north so fast. What was I doing wrong?

I shifted my focus for lift from the clouds to thermal generating features on the ground, still, no luck. I wasn't in sink but I certainly hadn't found anything that allowed me to climb either. At about 1,200' AGL I chose the patch of dirt I would land on in a plowed wheat field next to a road. Note: When landing out keep in mind that you will need to retrieve your glider, if possible landing near a road will make your retrieve much easier.

I kept that spot in mind while I continued to search over what I thought was a likely thermal producing piece of ground. No luck! Now I was far enough away from my first landout option that I chose another. Descending through a thousand feet I knew there was a light wind from the south and if need be I would make my landing in that direction. I then took a very good look at the "runway" I had selected. Scanning for power lines, fences, ditches, or anything else that could force a last second, unexpected maneuver. I made a mental note as to exactly where the "runway" was in relation to some nearby landmarks, a bend in the road, unplowed patches of ground and a fence. With that in mind I continue to search in very weak lift but I'm careful not to loose track of exactly where I am in relation to my selected landing site. 600 AGL and it looks inevitable that I'm going to land. The gear goes down and I continued to make wide, shallow banked turns down to about 300 AGL looking for that elusive bump. I distinctly remember asking myself if I should make one more turn, the answer was a definite no. I rolled out onto base, turned final, and landed in exactly the spot I had chosen. On a day where my soaring partner was 20 miles ahead of me at 6,000' I was sitting in a dusty, plowed wheat field only 35 minutes after I released. What went wrong? I think its called lack of experience and something J.C. calls negative thermaling. Everything was fine, I was OK, the glider was in one piece and I was sitting pretty darn close to a road. What more could I ask for?

Since this was my first landing in a plowed field my biggest surprise was the length or should I say lack of landing roll. With no spoilers and no brakes my landing roll was all of 80 feet in the soft, dusty soil. Something to remember when having to put it down in a tight spot.

A half hour after landing the first car I'd seen drove by without a hint of slowing down. An older woman at the wheel, I'd guess she had seen so many gliders sitting in wheat fields over the years that she didn't even look at the glider that was about 20 feet from her as she pasted by. No problem, about 15 minutes later a second vehicle appeared on the horizon. A farmer and his wife picked me up took me all the way back to the airport.

So what's my point? There were no nail biting moments and no life threatening experiences, that's the point. With proper planning this turned out to be just another landing but it happened to be in a plowed field 10.7 miles from home. What should be a routine landing was just that. I credit that to staying ahead of the glider which enabled me to remain in total control of the situation (other than not going up). I flew a unconventional pattern to what I'm sure some will say was to low of an altitude. That's fine, everyone has their own comfort level. In no way am I recommending that others do what I have described here. I'm simply saying that with proper planning it's easy to stay ahead of the game and have a successful outcome. The probability of success is far greater than waiting until the last seconds to try and bring it all together. On another flight that weekend I had two more fairly close landout situations. In both cases I had chosen my landing site and was about to extend the gear but was able to recover to over 2,500' AGL with a single thermal in both cases

That same afternoon another landout took place about 10 miles away. In that case the outcome was far different. The glider was substantially damaged and the pilot was very lucky to walk away uninjured. When I talked to him at the airport after his "landing", his first comment to me was "I waited to long to make a decision". He didn't plan ahead, it cost him his glider, and nearly his life.

Tim Heneghan

And now for something completely different:

#### A PSSA Cross Country Program (as presented by Dave Kremers)

Just recently a few of our newer members, several of whom now have access to private ships, got together to cover some of the basic concepts of cross country flying. We had the chance to discuss some of the preliminary steps in the process of planning for cross country flights with the idea of allaying some of the possible anxieties as well as building the confidence in taking those first steps out and away from home base. There are some of us who have struggled for some time with this difficult transition and it was felt that something could be done to help the less experienced. but eager. among us to gain quicker progress.

This was just a first step in what we hope will be a more comprehensive program established at PSSA to get more people started in this most rewarding aspect of the soaring experience. What we hope to follow up with is a succession of stages leading to early success. Below is a suggested outline of such a program:

# Elements of a PSSA X-C Development Program

Intro Session – Planning for Safety and Confidence

## Follow-up Sessions (with experienced pilots)

- Effective thermaling skills (the biggie!)
- Finding lift (I found the sink, now where's the lift?)
- Speed to fly (making way over ground)

- Navigation (by chart or GPS/PDA, etc.)
- Landing out (or, living to fly another day)
- Oxygen use, radio use, parachute use

# Flying Exercises (for Bergseth area)

- Thermaling practice (anytime, all the time)
- Accuracy landing (done at Bergseth Field w/ markers and tug)
- Off-field landings (using nearby airports)
- "Out 'n backs" (practicing glide slope calculation)
- Back ridge excursions (Van's plan)
- Triangle courses (J.C.'s plan)
- Mentor flying (another biggie)
- SSA Badge program (min.- Bronze Badge)

# **Outside Programs**

- SGC camp at Ephrata
- Air Sailing (Reno, NV)
  - o Thermal Camp
  - $\circ$  Cross Country Camp

At present this is only my proposal, but one which can be done with proper planning and commitment. I would like to ask for support in arranging the next session which could be the topic at a TTS meeting - "Effective Thermaling Skills". If we can gather some of our more experienced pilots to give us the wisdom of their experience and we can do some focused reading in advanced, we could be well on our way to expanding our horizons, so to speak.

In fact, to get things started, here is a list of some of the materials you might have access to where you could brush up for such a next session:

Suggested Materials:

- FAA Glider Flying Handbook
- Bob Wander books:
  - The Art of Thermaling ... Made Easy Badge Soaring: The Bronze Badge...Made Easy Gliding Mentor series: Thermals Breaking the Apron Strings: Soaring Cross Country Cross Country Manual for Glider Pilots
  - Cross Country Soaring by Helmut Reichmann
- Introduction to Cross Country Soaring Parts I & II by Kai Gertsen

Don't hesitate to chime in with your thoughts, but let's see if we can get this going.

.So, let's see. The next Table Top Soaring session is slated for Tue. eve., June 27. Why don't we make that a date to address the topic "Effective Thermaling Skills"? We'll invite all our more experienced friends to join us to impart their hard-won knowledge on this most-important-of-all subjects. Look for an announcement of time and place soon.

Dave Kremers

# Field Manager schedule:

Sat. June 24	- Dariush Zand
Sun. June 25	- Van Chaney
Sat. July 1	- Glen Chouinard
Sun. July 2	- John Ennes
Sat. July 8	- Wayne Ginther
Sun. July 9	- Dean Gittleman
Sat. July 15	- Curt Chenoweth
Sun July 16	- Tom Graham
Sat. July 22	- Tim Heneghan
Sun. July 23	- Dave Kremers
Sat. July 29	- Charlie Long
Sun. July 30	- Branislav Mikulik
Sat. Aug. 5	- Marlene Nelson
Sun. Aug. 6	- Kenji Ominato
Sat. Aug. 12	- Stefan Perrin
Sun. Aug. 13	- Kim Sears
Sat. Aug. 19	- Dariush Zand
Sun. Aug. 20	- Van Chaney
Sat. Aug. 26	- Curt Chenoweth
Sun. Aug. 27	- Glen Chouinard

#### Note:

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# **Newsletter contributions:**

As always, your input to this newsletter is very important. Please let us know if you have new information, valuable experiences, constructive comments, even gripes which will help to make this a better club offering the safest and most cost effective soaring opportunity in the area. Send items to Dave Kremers (dkremers@earthlink.net).