

Minden Soaring Club & Minden Locals

Nico's Hangar June 11<sup>th</sup> 2025

Meeting minutes

Topics

Flying the Whites

Dolphin Flying

Mostly.... Safety

Main Speaker: Jim Payne

Same as last post, did my best to record meeting, if I missed something or something needs elaborations or correction, please chime in.

Flying the Whites

Safety

1. See and Avoid
2. Flarm
3. Transponder ADS-B

Procedure "Alpha" which he said has not been happening lately

Talk to Jim Staniforth from Tehachapi

Use 123.5 on White's please tell people to use that frequency especially to report position if you have no Flarm

Watch for Para/Hang Gliders

Flying out of Bishop can be hazardous due to potential for collisions

Keep in mind Ridge Soaring Rules

Careful circling up spurs, and getting to close to mountains

Jim is unaware of any midair's on the Whites, however he knows of ground collisions

OLC

I do not fully know/understand all the OLC stuff so I tried to just pass the information on

So, I cannot elaborate or explain any of the following

Best 120 minutes of Flight

Altitude at end  $\geq$  start

4 legs

(3 turns not necessarily same as OLC box plus)

At end of 2 hours, glide until "120 dif < zero"

If large homogenous area, 1 downwind leg

If smaller area 3 legs starting upwind edge to downwind edge

Otherwise, best possible with 4 legs

Mr. Payne uses a kneeboard/pad for marking his times

Dolphin flying

When circling your going the wrong way half the time

When to circle

When falling out of desired working band

To be at the cloud base by the 3<sup>rd</sup> to last cloud street (I thought this was a gem for someone like me that has no clue)

If the thermal was better than the equivalent climb (see next line)

Debate about when to circle and when to go straight ahead based on climb rate, nobody had a direct answer (they had opinions) to the example given

(500ft climb straight versus 800ft thermal climb rate which is best?)

I digress

I did on my own consult Reichmann's book looking for a simple solution for an example, unfortunately it is not quite that simple, and the math and graphs he had displayed were a little overwhelming. I got the impression from reading pages 126 and 127, in a simplified manner, that the MacCready setting can help in deciding whether to circle or not.

It appears later page 128 his clearest explanation from Reichmann is "The speed to fly" rule still applies for Dolphin flying.

Maybe some others can do the math and come up with a definitive answer from the example above.

Back to the discussion

Mr. Payne likes to be at the Ridge tops, at pretty much 14,500ft and would likely climb if dropped below tops

Payne 06/07/2025 Flight

Cu's to end of Pine nuts

Potato Peak broken but got on Whites to Mt Inyo, excellent cloud street, had a choice on way back decided to stay with cloud street rather than straight ahead due to Virga

5 thermals I believe 12% circling time

Mr. Payne "Have fun, can't have more fun than flying on the Whites"

More safety

Mr. Payne uses nose flasher and has seen Brad's nose flasher, so appears to work very well.

Watch for Para/Hang Gliders

Next:

Both Payne and Nico tried Stowers 200km Triangle, Mr. Stowers still owns Stowers 200km Triangle

The weather at their attempt was my impression "difficult"

Nico then took the floor discussing Safety

His main point was he suggests everyone gets "InReach" saying that it really helps the searchers the most, and it sounded like it may save your life also, especially in harsh conditions.

He discussed an example of a ParaGlider in which the person lost the "InReach" but it had recorded 16000ft and he was found a few miles from where the "InReach" was recorded

Payne had a friend in which it took a year to find him, even the dogs could not find him and they had gotten really close to his position.

Nico also suggests everyone signs up to OGN [www.flarmnet.org](http://www.flarmnet.org), quite frankly I am surprised if someone does not sign up?

Nico files a flight plan for his flights, and is connected to "InReach"

He did mention you have "lie" on a government form regarding "Fuel" because it will not accept "no fuel" (that got a laugh from everyone)

Search and Rescue will not activate without a flight plan

Brad said that he gets messages from "InReach" regarding his friends flight.

Payne suggested that everyone calls out when they landout and any changes from that callout.

Nico said that along with Flarmnet you also need to sign up to glidernet.org (OGN trackers for Internet)

He also recommends puretrack.io Another thing is SoaringSattracker.com forwards "InReach" & Spot to OGN

He recommends calling 1-800-WXbrief vs 911 as the they are not setup to handle aviation very well, also if calling in GPS coordinates it is easy to screw up and people have done that.

If you want more information regarding that please email Nico.

Trumbly suggested MSC take the tow planes up to try and resolve (tested) for conflicting airspeed indicators

Tim Gardner (pretty sure that was him) that towing is a lot a by feel and that he would know is someone was "wallowing"

He also discussed the trade off between speed and climbing and that he has an imperative to keep the engine cool. He can essentially go fast all day long if not climbing.

Linda Mae (sorry.....Linda I still do not know how to spell your last name) wants a contest to raise money to help fund the "East Airport Expansion" there is currently no manager for that contest.

Again..... Nico.... Thank you for your hospitality and the Pizza!

That's it ..... KG out