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New Club Member

Please welcome our newest club member, Jack Grisanti. Jack is a P-4 pilot and has been flying for eight years. Welcome to the club, Jack.

Website Under Construction



Phil has been revamping the website with his new Macintosh laptop. He bought the DreamWeaver software and has been busy every day restructuring the website's information. The new layout will be much easier to navigate, features drop-down menus, and will allow visiting pilots to access the pertinent information in a more direct manner. Phil has been working on this for quite a while and has a long way to go. The current website will remain up until the new one is finished. Thanks Phil, for the time, money, and energy you invest in keeping the Hat Creek Rim website going and up to date.

State Parks/Flying Sites Face Closures

In an effort to pull California out of its multi-billion dollar budget deficit, the "Governator" has proposed cuts that will result in possibly 80% of our State parks closing down. This is a real bummer for pilots, as many of our flying sites are located on State parks. I wrote in to oppose the proposed cuts and this is the response I received back a couple weeks later:

Thank you for writing to me about funding for our state parks system. Your input is important to me during these challenging times.

California's natural beauty is renowned throughout the world, and I have made it my priority to protect our environment so future generations of Californians can continue to experience and enjoy what we have all come to love. Our state parks provide a fantastic introduction to the California experience and help bring our residents and visitors closer to our landscapes.

Unfortunately, the state cannot continue to bear the costs of supporting every program. Believe me when I say that these cuts have been the hardest decisions of my career as Governor, but we are in the midst of the greatest economic crisis since the Great Depression. Our revenues for the coming year are at least 27 percent below where they were projected to be just two short years ago.

We now face a shortfall that has grown to \$24.3 billion, and the people of California have made their voice clear: they want the state to live within its means and solve its problems through spending cuts and not tax increases.

To help manage our budget shortfall, I have proposed eliminating General Fund support for the Department of Parks and Recreation. I understand that these cuts will impact not only the lives of our park employees but the millions of park visitors who visit these national treasures every year.

State Park Closures, Cont...

In spite of these General Fund cuts, though, I will work to keep as many parks open as possible with funding from user fees. It may require raising entry and camping fees, expanding partnerships with local government and non-profit groups, and seeking additional creative ways to support our system in the future.

As I work with my partners in the Legislature to find solutions to these problems, know I will keep your thoughts in mind. Working together, I believe we can weather this storm and start the slow but steady march back toward prosperity.

Sincerely,

Arnold Schwarzenegger

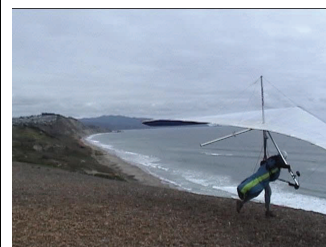
"California's natural beauty is renowned throughout the world..."
Doesn't he realize the tax revenue we'll lose when people "throughout the world..." stop visiting California parks? It really goes to show how fragile our sites are and the importance of preserving Hat Creek Rim. *-editor*

Flying Fort Funston

Recently, Jeff and Phil came down for some coastal flying. Funston has been working really great lately. It's been soarable almost every day now for the past three weeks.



Jeff launching his Ultra Sport and soaring over the ocean



Phil launching "Blue Thunder" and doing a fly-over



Funston is part of the Golden Gate National Recreation Area and luckily not among the 80% affected by the governor's budget cuts. Mt. Tamalpais, a coastal site just to the North, is however. If we lose a number of flying sites due to park closures, it's possible that we won't get them back when the parks are reopened. Use permits would expire, lost contacts and agreements with local authorities, things of that nature.

On a positive note, however, Jeff was able to sell his Ultra Sport and has already ordered a brand new Sport 2. Awesome!

What's Next For Hat Creek Rim?

Although the April work party was a huge success, there is still a little unfinished work to be done on launch.

The debris and most of the stumps from the vandalized trees were cleaned up, but there are still rocks, holes, and uneven terrain in what would otherwise be a usable area on launch for setup. During the Memorial Day weekend, at least two gliders had utilized a portion of this area for setting up, but the uneven terrain made it cumbersome.



This picture really doesn't do it justice. The whole area is littered with embedded rocks, holes, etc... To finish cleaning it up properly, machinery will be needed and more road base brought up there. Judging by past invoices, Hat Creek Construction would probably charge around \$1500 to do the job. This would be a significant impact on the club's finances, but may be the best route to go.

Mike Hunter has some sort of tractor that he thinks would get the job done, but has no way to transport it to the Rim. He's been trying to work something out, but nothing yet. Anyone in the club got something that could transport it? It would need to be transported from Mt. Shasta and then back after the work is done.

If we have Hat Creek Construction bring up more road base, it might be just as easy to have them "smooth out" the area at the same time. The only difference is it will cost \$ more. A pilot from another club commented that the site could use some more road base on launch. There has also been discussion about rigid wings launching the site and possibly needing the launch built up a bit more to accommodate their wider wingspan. Maybe it's time. If you have any suggestions or comments, please let the Hat Creek Committee know.

Deadline Approaching For TANC Comments

Don't forget! The deadline for sending comments to oppose the Transmission Agency of Northern California (TANC) proposed transmission line project is July 30, 2009. Part of this proposed project would cut Hat Creek Rim in half with huge power lines and 150' towers.

This is really important. With a possible 80% of our State parks closing and the related flying sites shutting down, it becomes evermore important to guard and preserve the Rim. You can use the sample letter on the website found here: <http://hatcreek.info/North%2020Power%20Lines.htm> or write something similar and send it to the contact listed below:

Mr. David Young
National Environmental Policy Act (NEPA) Document Manager
Western Area Power Administration
Sierra Nevada Region
114 Parkshore Drive
Folsom, CA 95630
Voice: (916) 353-4777
Fax: (916) 353-4772
E-mail: TPEIS@wapa.gov

When I wrote in, this is the "auto response" that I received back:

Thank you for your interest in the TANC Transmission Project. This auto-response is intended to serve as your confirmation that we have received your comment(s) and/or question(s). If your question requires a response, we will get back to you as soon as possible. All comments and questions received will be compiled and summarized in a Scoping Report, which will be available on the project websites (www.wapa.gov/transmission/ttp.htm; www.tanc.us) after the close of the public scoping period. We will also use the comments to refine the scope and content of the Draft EIS/EIR, as appropriate.

To remain updated on the project please visit the project websites: www.wapa.gov/transmission/ttp.htm and www.tanc.us

Sincerely,

TTP Team
tpeis@wapa.gov
Project Hotline 916-353-4777
Fax 916-353-4772

We've also posted on other club's websites urging pilots to write in and oppose this portion of the project.

Please be sure to voice your opinion so that there is a better chance of getting this project to go around Hat Creek.