	Appro e Tota	celmat bil															
Date # figh		ne utes) Glider Flown	Weather Conditions Location	Notes (as detailed as possible)	Total Hours	45.00	Total Flights	95									
5/3/2016	1	1 Falcon 1, 170	4-7 mph south Point of the Mountain, South Side	Siled Isunch from half way, good Isunch, turn into the wind, solid no-step Isinding.	Total Flights	95											
5/3/2016	1	1 Falcon 1, 170	4-7 mph south Point of the Mountain, South Side	Siled Isunch from half way, good Isunch, turn into the wind, solid wheel landing.													
54/2016	1	1 Falcon 1, 170	4-7 mph south Point of the Mountain, South Side	Siled Isunch from half way, good Isunch, turn into the wind, solid wheel landing.													
54/2016	1	1 Falcon 1, 170	4-7 mph south Point of the Mountain, South Side 7 mph south.	Siled Isunch from half way, good Isunch, turn into the wind, solid wheel landing.													
5/5/2016	1	3 Falcon 1, 170	7 mph south, pretty steady Point of the Mountain, South Side	Sind launch from half way, good launch, turn into the wind, sold wheel landing. Sind on from top, launch was a lot week, took a mixed to get used to turning. Realized I was over the parking spots heading south, started to turn east to circle around for approach, can low on altitude, landed into the fall with wind or the pack wingel every call wheel landing.													
5282016	1	3 Falcon 3, 170	4-7 mph, shifting south and west. Point of the Mountain, South Side	Siled run from top, solid issurch, curve east, south, north(sht) towards the hill, then followed the siled run landing approach. No step landing.													
5/29/2016	1	1 Falcon 3, 170	5-10 mph, shifty Point of the Mountain, South Side	Siled run from half way, good launch. Low curve 5-turn (25 degrees?) Landed solid into the wind which dropped off on flave, ran a few steps.													
5292016	1	1 Falcon 3, 170	5-10 mph. shifty Point of the Mountain, South Side	Siled sun from half way, good launch. Low curve 5-bzm (25 degrees?) Landed sold into the wind which guilted causing a pop-up, pulled the nose in, tried again. Solid landing.													
7/29/2016		3 Falcon 3, 170	7, south, fucking perfect for sled nuns Point of the Mountain, South Side	Solid launch, controlled left 90, controlled right 180, controlled turns into landing, laned on wheels I blame kevin for telling me not to flare till it was too late.													
	-			Sold launch, with sear much fifther fine has expected so that took as bid of my focus. Making user is easy as the power fines became my eff priority as I didn't seem to be making any finesed progress. Once I was past the power fines forward progress seemed to come with a seaky and I was glidle to be a first much so did not seem to be making any finesed progress. Once I was past the power fines forward progress seemed to come with a seaky and I was glidle to be again that the fines as to make a use of didn't put pasted back. The II is smooth to 1 first this was as comprisely legit thing to did.													
8/6/2016	1	15 Falcon 3, 170	west Black Rock, West	the power intel triviality progress seemed to Comin quie sealily and in late ground that finance oping to seep from over-amorting the LL. Seal strong, sook a new steps declarate is set of the trade as to make such in diding plus plants doubt. The LT is smooth so if think this was a completible light firing to do.													
8/13/2016	1	5 Falcon 3, 170	5-7, steady west Randolph	Solid launch, not enough lift for assering, just did its above the road until landing, no wind landing that ended on wheels.													
8/14/2016	1	30 Falcon 3, 170	7-10, steady west Randolph	Solid launch, just enough lift for souring, flew till i got tred of vorrying about other wings in the air. There were about 40 wings in the 3-67 Cubic miles I was trying to fly through. No wind landing that ended on wheels.													
8/14/2016	1	5 Falcon 3, 170	5-7, steady west Randolph	Solid launch, not enough lift for soaring, flew acuth to try to get lift, then went north to the farm house and out to the primary LZ, its above the fence line, no wind landing that ended on wheels.													
8/20/2016	1	10 Falcon 3, 170	5-10, southwest Jedi	Solid launch, tumpy wind, so I flew out for enough to plan a good safety margain but then couldn't get enough lift to stay up combrately, stayed up till liet my safety margain to the LZ, LZ was shifty and bumpy, I either got pushed or dropped every firm I tried to boose allfulde and popped back up when I straightened out, ever shot the LZ pust ab it and landed in sage breach at life light on my flam but no harm done.													
9/10/2016	1	20 Falcon 3, 170	5-10, shifty north Commodore	Walled for glass-off. I was told my launch was just about perfect but a bit more speed "MAN" be a safer way to go for that alse. As soon as I got out just a bit the rough air turned into perfect tifty goodness. Unformately the sun was setting so I had to dive to the LZ. One of these days I will stold a no-wind landing. I brought my lones in, walled, stated my faire and poped up, tited again but didn't have enough energy.  Soorer salay/manch sheef landow.													
10/16/2016	1	10 Falcon 3, 170	15-20, steady nort Stockton Bar	Beautiful wind, good launch. I was warned about a white knuckle ride from Greg so I flew pretty far from the ridge for a few passes to make sure I had norm to move I' I got pushed. By the time I was comfortable with the	fact that the big	push wasn't co	ming I was too I	ow and sunk ou	I'm getting really damn co	fotable with sageburn	h landings.						
11/20/2016	1	10 Falcon 3, 170	17-21, too burnpy Point of the Mountain, South Side	Good launch, just a bit bumpy. Had a hard time findingkeeping lift. Thought I might make a top landing but sunk out declaively on a pass while trying to gain atitude. Decent landing, 2-3 steps.													
11/20/2016	1		17-21, too bumpy Point of the Mountain, South Side	Fantasis: float up into the air launch, strong wind, still a bit bumpy but much easier lift. There was a lot of time spent airmost stationary, lots of fun. Decided to by lop landing, crabbed across the leading edge of the cliff till	I could just come	e almost straiol	t down in the w	ind band, touch	d my loss down and chance	d pitch to launch again							
11/20/2016	1		17-21, too bumpy Point of the Mountain, South Side	Fantastic float up into the air issunch, strong wind, still a bit bumpy but easy lift. Went for a 2nd top landing, crabbed across the leading edge of the cliff till I could just come almost straight down in the wind band, touched													
11/20/2016	1	10 Falcon 3, 170	17-21, too burnpy Point of the Mountain, South Side	Fantastic float up into the air issunch, strong wind, still a bit bumpy but easy lift. Went for a 2rd top landing, came back in further and higher than previous attempts, very slow glide-in landing.													
11/20/2016	1		17-21, too bumpy Point of the Mountain, South Side	Fantasis: float up into the air launch, strong wind, still a bit burnpy but easy lift. Went for a 4th top landing, came further back this time to try a more traditional glide path landing, ddn't account for the wind gradient and a	talled about 30' a	gl, recovered a	nd landed cross	to the wind. U	ly landing but no damage di	ne.							
11/20/2016	1	10 Falcon 3, 170	17-21, too bumpy Point of the Mountain, South Side	Good launch, just a bit bumpy. Had a hard time finding/keeping lift. Thought I might make a top landing but sunk out decisively on a pass while trying to gain attitude. Mis-judged wind speed, flaved early, let off, didn't h					anding.								
12/2/2016	1		12-15, super amo; Stockton Bar	Super smooth flight, consistent wind, couldn't get a lot of elevation and was always a bit worried about sinking out. Stayed up for about an hour, got cold, landed on a super smooth top land Higgin buller. I almost land													
12/2/2016	1		10-13, super amo: Stockton Bar	Super amough flight, consistent wind, had a harder time keeping elevation, wind started to slow so I had to land, couldn't quite get the elevation I wanted for a comfortable top land, but the bottom landing options sucked.			ertact from entire	over the touries	world a wine tie on my fine	turn used that to finish	my turn flored basel	landed in a half-an-	nual nonline				
12/16/2016	1		17-21, about 10 di Stockton Bar	Dumpier flight than I was expecting for a winter day, apparently there was still some thermal activity and wind was a bit shifty. Lift was solds. Flew around for about 40 minutes till got cold, decided to try one of the front										tens and denoted a fin i	of a 20		
12/16/2016	1		17-21, about 10 d Stockton Bar	Flew around for just a few passes to get elevation then tried my top landing again. Flew a bit further back from the lip, a bit faster, still ran it out about 3 alogo seems like a good thing to do.	ograp areng	A FIGH WORLD	2,114 352	and point or in	Total Inches	a Li lagre di alco		Julian Indiana	Name and a series of	mps and dropped a sp ;			
12/16/2016	1		17-21, about 10 d Stockton Bar	Flew a couple passes, wanted to by another landing pattern further back from the lip, still windy/shifty, landed crabbed in a bit, light flaw, a few steps.													
12/16/2016			17-21, about 10 of Stockton Bar	After passes to go for a landing, came in high and wide, came prelly light and straight into the wind. Super floaty landing.													
12/16/2016	1		17-21, about 10 d Stockton Bar	Single pass to landing, I'm coming in prefly low and sideways, but I land right by the launch and landing with a light flare is only about two steps.													
12/16/2016			17-21, about 10 di Stockton Bar	Single pass to landing, Ym coming in prefly low and sideways, but I land right by the launch and landing with a light flare is only about two steps.													
12/16/2016			17-21, about 10 of Stockton Bar	Single pass to landing, the coming in pretty low and sideways, but I land right by the launch and landing with a light flare is only about two steps Unfortunately I only had one as my bod got caught in my hamess zipp	. See School Se												
3/12/2017			10-17, strong aud Stockton Bar	Solid launch burnor wind. I few out for enough to give a good safety margain but then couldn't set enough lift to stay up combrishly wide U approach to LZ wind went cross at about 15 pol. still custed off a solid one is													
3/12/2017	1		10-17, strong gust Stockton Bar 10-17, strong gust Stockton Bar	Solid launch, bumpy wind, I few out far enough to give a good safety margain out then couldn't get enough its to say up combinable, who it approach to LZ, which went cross at about 15 age, as a pusion of a solid-one is Solid launch, bumpy wind, I few out far enough to give a good safety margain but then couldn't get enough lift to stay up combinable, short U approach to LZ, solid no-step landing.	ep sanoing arter a	a wind bump.											
3/19/2017		5 Mk 4, 17	10-20, strong gust Point of the Mountain, South Side	Solid launch, burnoy wind, seer in most of the flight last making sure I was staving away from evencine else as the wind wing combination made of a super south's flight. Landing was decired, culled in hard on the bar ke	d fine extens be at		stantant to Sans a	and a last well decision									
3/19/2017		15 MR 4, 17	10-20, strong gust Point of the Mountain, South Side	Solid launch, super burgy wind, launched with airmost nobody else in the air, found out why. Sew till my comfort zone evaporated, went towards launch but never quite figure out how to get full control of the glider in the							athlesed level hast f	tion fact black to the		ded in trial trial			
	16		15-21, about 10 d Stockton Bar	Source source, super ourney wind, sources with amount node on any tourist our why, there is my coment pone evaporated, were towards assume our new quiet ague our now to get sat come of the glober in the Source some time on the ridde, then started doing order. Their descript my knees up for more faire authority. Clich't health need faire authority, did some fairbastic no-step lines landings Got turtled once.	se conditions, lar	nong was supe	foii unatable, ti	ought I was go	ng to privinses in. Hit groun	enect and the wings of	ocratayed rever, kapt t	ying tast, tried to to	tare early again, pu	and in, thed twice more	and ended up in a	netty decent wheel-ran	ing
4/1/2017		1 U2.160	3-6 mph, about 16 Stockton Bar	Sied run to its out the UZ felt furtastic in louing wind curious for more.													
4232017		30 UZ 160	15-30 msh. north Stockton Bar	Had a creat run, wind was prefly out to but the wing was super stable. There were certainly times I didn't feel confortable twing to land. I overshot the LZ 3 times trying to get my approach right, final landing was good	at blad to make	final assessment	e tere leter en 1 te	and beaution with									
4030017								no raining with									
552017			20 M and and Decision for				the letters T			had a based flow flower							
	1	60 U2, 160	20-25 mph, north. Stockton Bar 10-17 Intermetter Point of the Mountain. South Side	Good run, forget my gloves the first launch so I came down to get them. I remembered not to by any last minute adjustments so I get away with a two-step landing (both times). First attempts at thermaling were interest.  When I was a hit nor the low side for comfortable analysis to the Colors of Descard I would be the II of this last on the Colors of Descard I would be the II of this last on the III of this last	ing, I had a hard	Sme finding/sta											
5115/2017	1 2	60 U2,160 15 U2,160	10-17, intermittent Point of the Mountain, South Side	Wind was a bit on the low side for comfortable scering in the Falcon, I figured I would by the U2 thinking it would get me a more comfortable distance from the ridge. I think it kept me further from the ridge but the reduce	ing, I had a hard	Sme finding/sta											
	1	60 U2,160 15 U2,160 5 U2,160	10-17, intermittent Point of the Mountain, South Side 10-15 mph, north Stockton Bar	Which was a bit on the low side for combrokele sealing in the Tabon, Eigened would by the UZ binking it would get me a more combrokele dislance from the sidge. I think it kept me further from the sidge but the reduced Super lighticonized, first alternpt at fights with a hydration pack, it whilst in the bottom of my harmess and was not halpful.	ing, I had a hard	Sme finding/sta											
5/15/2017 5/27/2017 5/27/2017	1	60 U2,160 15 U2,160	10-17, intermittent Point of the Mountain, South Side	Microsom 24 do the form which for confidence sensing in the Falson, Figured is read by the LED Relating is usually part as more contributed delaters from the stage. I think it legs that from the ridge had the middle of the readous final the stage of the property of the readous final the property of the readous final the readous final the property of the readous final th	ing, I had a hard	Sme finding/sta											
5/27/2017	1	60 U2,160 15 U2,160 5 U2,160 5 U2,160	10-17, intermittent Point of the Mountain, South Side 10-15 mph, north 10-15 mph, north 10-15 mph, north	White was all on the has side to controlled seating in the Tolice, Higherd I seadily the LED Britishy is sould get in a sone controlled soldners from the Higher I belt belt and the season Separat Spreadowship, for all benefit and by pulsers and season has belt on it by harmon and season has place.  Hereby light, global and profess, work and.  Hereby light, global and profess, work and.  Hereby light, global and profess of about 2007 one conty that years, waster season. Then the Hill died down, went to land. Though the thereof the was believing any signate.	ing, I had a hard	Sme finding/sta											
5/27/2017 5/27/2017	1	60 U2, 160 15 U2, 160 5 U2, 160 5 U2, 160 5 U2, 160 10 UP Saturn	10-17, intermitter Point of the Mountain, South Side 10-15 reph, north 50-15 reph, north 50-16	Notice as a file of his cold for confident entage in the Table. In Equal to only in the Life being record principles and an associated distance from the sign. I that Estage on before from the ridge being the confidence of the co	ing, I had a hard of turn speed ma	Sme finding/sta							Vent in to land and	probably stayed under	W for almost a mile	due to thermal activity	
5/27/2017 5/27/2017	1	60 U2, 160 15 U2, 160 5 U2, 160 5 U2, 160 5 U2, 160 10 UP Salum 120 U2, 160	10-17, retermitier? Point of the Mountain, South Side 10-16 reph, north. Stockton Sier 10-16 reph, north. Stockton Sier 10-16 reph, north. Stockton Sier 10-16 reph, north. Stockton Sier 10-16 reph, north. Stockton Sier 5-10, southhouth. Commodors	What was let on the har with the conduction sensing in the Fallow, Highward is much by the LED delivery to exact operations from the ridge. (Deliver large me further from the ridge had the reads of the property of the prop	ing, I had a hard of turn speed ma	Sme finding/sta							Went in to land and	probably stayed under	50° for almost a mile	due to thermal activity.	
5/27/2017 5/27/2017	1	60 U2, 160 15 U2, 160 5 U2, 160 5 U2, 160 5 U2, 160 10 UP Salum 120 U2, 160	10-17, intermitter Point of the Mountain, South Side 10-15 reph, north 50-15 reph, north 50-16	Notice as a file of his cold for confident entage in the Table. In Equal to only in the Life being record principles and an associated distance from the sign. I that Estage on before from the ridge being the confidence of the co	ing, I had a hard of turn speed ma	Sme finding/sta							Went in to land and	probably stayed under	50° for almost a mile	due to thermal activity.	
5/27/2017 5/27/2017	1	60 U2, 160 15 U2, 160 5 U2, 160 5 U2, 160 5 U2, 160 10 UP Salum 120 U2, 160 5 U2, 160 Prototyp 60 U2, 160	55-17, inhernither Part of the Mountain, Such Side 95-15 mgh, north Stockton Bar 55-10 mgh, north Stockton Bar 5-10, such Mahauth Commodors 95-10, south Part of the Mountain, South Side 95-15, south	There was it for the wind to controlled waters in the Table. It found in the single is that of the winds in the single is the single is that it is the single in the single is the singl	ing, I had a hard of turn appead ma oit, followed Sper tension will contri	time finding/sta de the flight les noer to Kevin us bute to headac	s comforfable as til Kevin shot to hes.	d I was always	wondering if I was on my las	pass good learning	experience but not m	y most fun flight.	Went in to land and	probably stayed under	50' for almost a mile	due to thermal activity.	
5/27/2017 5/27/2017	1	60 U2, 160 15 U2, 160 5 U2, 160 5 U2, 160 5 U2, 160 10 UP Salum 120 U2, 160 5 U2, 160 5 U2, 160	56-17, intermitter Point of the Mountain, South Side 56-15 mph, north Stockton Bar 59-15 mph, north Stockton Bar 56-15 mph, north Stockton Bar 56-15 mph, north Stockton Bar 56-15 mph, north Stockton Bar 5-10, asufhinouth	Note as a 1 on the city to restrict any order of the complete state of the city of the cit	ing, I had a hard of turn appead ma bit, followed Sper tension will contri ridge for an hour	time finding/sta de the flight les noer to Kevin us bute to headac	s comforfable as til Kevin shot to hes.	d I was always	wondering if I was on my las	pass good learning	experience but not m	y most fun flight.	Vent in to land and	probably stayed under	50° for almost a mile	due to thermal activity.	
5/27/2017 5/27/2017	1	60 U2, 160 15 U2, 160 5 U2, 160 5 U2, 160 5 U2, 160 10 UP Salum 120 U2, 160 5 U2, 160 60 U2, 160 90 U2, 160	10-17, Internative Point of the Mountain, South Side 10-16 may north. Stockets Sar 10-16 may, north. Stockets 10-16 may, north. Stocket	There was that the least the controllation assign in the fact, fugation in the principle could grid an activate an account controllation distance from the sign, if their beautiful for the second principle could be a second region.  Finding (if, placed as design, where all.  Finding (if, placed as design, where all.  Finding (if, placed as design, where all.)  Finding (if, placed as design, where all, placed is a many in the placed as a controlled as a contro	ing, I had a hard of turn appead ma bit, followed Sper tension will contri ridge for an hour	time finding/sta de the flight les noer to Kevin us bute to headac	s comforfable as til Kevin shot to hes.	d I was always	wondering if I was on my las	pass good learning	experience but not m	y most fun flight.	Vent in to land and	probably stayed under	50' for almost a mile	due to thermal activity.	
5/27/2017 5/27/2017	1	60 U2, 950 15 U2, 950 5 U2, 950 5 U2, 950 5 U2, 950 10 UF Saturn 120 U2, 950 5 U2, 950 60 U2, 950 60 U2, 950	19-17, Internative Point of the Mountain, Such Side 19-15 mp., north Stockson Bar 19-15, south Pared of the Mountain, Such Side 19-15, south Jard	Note see to the bits of the confidence of the co	ing, I had a had ditum speed mad ditum speed mad be, followed Spendension will contribute fidge for an hoursth video later)	time findingship de the flight less noter to Kevin us bute to headed or and a half. I n	s comfortable as dil Kevin shot to hes.	nd I was always. Slockton. I dec	vendering IT was on my last defending IT was on my last defend not to press my luck for me-suffortly on landing in a	pass good learning a cross country flight a no wind, I think stockto	experience but not m  nd circled the LZ aver	y most fun flight.  aging about Sk. Will habits.	Weet in to land and	probably stayed under	50' for almost a mile	due to thermal activity.	
5/27/2017 5/27/2017	1	60 U2, 950 15 U2, 950 5 U2, 950 5 U2, 950 5 U2, 950 10 UP Salum 120 U2, 950 5 U2, 950 60 U2, 950 60 U2, 950 60 U2, 950 60 U2, 950	9-17, alternatives Point of the Mountain, Studio Side 9-15 mp, novel Sicolosis Bar 5-15 mp, novel Sicol	The seas of the control of the contr	ing, I had a had did um speed mad did um speed mad be, followed Speed sp	time finding little de the flight less to be flight less to be flight less to be for and a half. I no countain and the	s comfortable as 81 Kevin shot to hes. sed to make sur	of I was always Slockton. I dec	vendering IT was on my last defending IT was on my last defend not to press my luck for me-suffortly on landing in a	pass good learning a cross country flight a no wind, I think stockto	experience but not m  nd circled the LZ aver	y most fun flight.  aging about Sk. Will habits.	West in to land and	probably stayed under	50' for almost a mile	due to thermal activity.	
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Date	# flights	Approximate Total Airtime (Minutes)	Gilder Flown	Weather Conditions	Location	Notes (or dedeled as prosoble) Total Proces 2,31 Total Projes 15			
7/7/2018	8 2	60	Grob 103	7-10 w-n	w Morgan	There is a rudder Both flights, rudder. I was mostly just the passanger for the tow and landing, tried to monitor and anticipate input, but the rudder is weird. I was probably in control for about 30 total minutes, not much lift to be found, practic	d a few coo	rdinated turns,	stalls, flat/level, etc.
7/14/2018	8 3	120	Grob 103	0-4 kts W	/ Morgan	Much better flying, I flew the tows from 200 ft AGL to 3k AGL, worked (didn't plan) the patterns, coordinating turns is going to take some work but the controls are becoming more familiar.			
7/15/2018	8 1	120	Grob 103	5-10 kts \	W Morgan	Much better flying, got some good thermals and got up to 12,200. Two hour flight on a tow up to 9,500. I still really do need to get used to the rudder.			
7/21/2018	8 6	108	Grob 103	0-4 kts W	/ Morgan	I started tow launching by myself, working most of the landing but still getting help with elevation. Worked patterns, slow flight, siz zags, coordination.			
7/22/2018	8 2	48	Grob 103	5-10 kts \	W Morgan	an More pattern work, worked down wind landings.			
7/05/004/		400	O			Diday Thomas a should a sould a sould state of			

Date	# flights	approximate total airtime (minutes)	Glider Flown	weather conditions	location	notes (as detailed as possible)				
02/25/17	1	1	Loaner	6-8 mph, ssw	SS Point of the	First sled run, barely got of the ground. Was reaching for the ground which mad	e for a cho	ppy wing.		
02/25/17	1	1	Loaner	6-8 mph, ssw	SS Point of the	Second sled run, barely got of the ground. Still reaching, stopped reaching about	ıt half way	down and a	actually flew	for a bit.
02/25/17	1	1	Loaner	6-8 mph, ssw	SS Point of the	Third sled run, got off the ground a bit. No reaching for the ground which made	for a pretty	smooth flig	ht.	
02/25/17	1	1	Loaner	6-8 mph, ssw	SS Point of the	Fourth sled run, got off the ground a bit. Made my first 30(ish) degree turn left, of	orrected to	face the w	ind, solid la	ınding