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Air Sailing Gliderport 101

Introduction

For those interested in flying at Air Sailing Gliderport, we'd love to have you fly with us! The high desert at Air Sailing provides access to the Pine Nuts and points south, the Sierras and points west, Susanville and points north, as well as Elko and points east. Air Sailing has a different operational model than most other soaring sites; the following is an introduction to prepare glider pilots for flying at Air Sailing and to answer the most common initial questions.

If you plan to fly at Air Sailing, consider joining our group.io discussion group (ASI-Soaring@groups.io) – it's a good way to keep connected to goings-on at the Gliderport. You can join the mail group by emailing Terry Duncan (tduncan11@comcast.net) or Brian Roach (brian.l.roach1@gmail.com) and we'll send you an invite. Come fly with us!

The Organization

Air Sailing is a volunteer-created and 100% volunteer operated and managed facility. Our tow pilots are also volunteers. We don't have traditional FBO services, personnel, or guaranteed staffing – what we do have is a core community of enthusiastic volunteers who love to fly, embrace the desert conditions, and are willing to help each other out (glider assembly/disassembly, hookups, running wings, flight planning, troubleshooting, etc.). With no office or operations manager on site, activities are self-managed by the Air Sailing members onsite on any particular day.

Driving to Air Sailing

Google Maps and other navigation apps sometimes provide flawed navigation guidance to Air Sailing. Here's how to reach the gliderport:

- Whether approaching Air Sailing from Reno or from the east, you will be on Nevada 445 (aka Pyramid Highway). From Pyramid Highway you can take either Winnemucca Ranch Road or Range Land Road to reach the gliderport. Both routes work: Range Land Rd is well maintained dirt, while all but the last mile of Winnemucca Ranch Rd is paved.
- Do not take Grass Valley Road - that route will put you on a private road with locked gates between you and the gliderport. If you are coming from the east and your nav system tells you to take Grass Valley Road, ignore it and continue on Pyramid Highway - your next option will be Range Land Rd, and a few miles beyond that is Winnemucca Ranch Rd.

The Gliderport Facilities

You can get a good overview of the facility at our [website](#). We have a very comfortable clubhouse that provides a great space for preflight planning, postflight tall tales, and just hanging out. We offer a shared fridge/freezer in the clubhouse that's available for food storage. There's a separate building with additional bathrooms and showers, and a small laundry facility. We have plenty of tiedowns for gliders and glider trailers.

We have a resident caretaker (Thea Reader) who watches over the facility – her domain is facility maintenance; she's not involved in flight operations.

We offer five travel trailers for primitive camping to members who prefer to overnight on site as opposed to commuting to Reno. These trailers provide shelter and have a solar/battery setup to allow charging for cellphones. Some (but not all) have interior lights. They do not have working plumbing or refrigerators. There are also plenty of spaces (primitive, without hookups) for private RVs. We have an onsite septic dump station and water supply for filling fresh water tanks. Members use an [online reservation system](#) powered by Availability.com to reserve Air Sailing's travel trailers and spaces for private RVs.

We have a sheltered flight-line gazebo and a dining gazebo with picnic tables and multiple gas grills for cooking, promoting making and enjoying meals at the Gliderport a communal activity.

Air Sailing is off the grid with no utility service: we make our own electricity and pump our own water from our public water supply permitted by Washoe County and tested monthly.

Tent camping is available in our Memorial Grove; no reservations are required.

There's lots more information on [visiting the Gliderport](#) on our website.

Flight Operations

Air Sailing owns and operates two Pawnee towplanes; *Air Sailing does not own or operate any gliders*. However, [Nevada Soaring Association](#), the local club based at Air Sailing, offers flight instruction and gliders to its members.

Air Sailing's objective is to have tow pilots available on Saturdays and Sundays (and occasionally Fridays) throughout the soaring season when glider pilots want to fly. We provides tows during the week for [special events](#) (e.g., camps, sports class contest, "come out and fly" weeks, etc.), but not for normal operations unless pilots coordinate with Chief Tow Pilot Tim Tobin well beforehand.

Air Sailing has two main glider runways: Runway 17/35 for calm, light, or southerly winds and Runway 03R/21L for stronger westerly winds. Tow planes land on Runway 3L/21R (parallel to the glider runways) or Runway 17. We take off on the paved portions of the runway and typically land on

the dirt beside the runways. There's LOTS more information in the [Operating Procedures Manual](#) and on the [Field Operations](#) page on our website.

We schedule most operations at the Gliderport via an [online reservation system](#) powered by Calendly.com to sign up for pilot operations on the Airport Operations Calendar. Instructions are below.

Before Pilots Come Out and Fly

Pilots operating from Air Sailing are required to satisfy the following requirements prior to their first flight of the year from the Gliderport:

- Become a [Member of Air Sailing](#)
- Be accredited for an annual [Safety Briefing](#)
- Read the "[Operating Procedures Manual](#)"
- Sign the "[Operating Procedures Manual Certification](#)"
- Sign an annual [Waiver of Liability](#)
- Provide [proof of acceptable aircraft insurance](#)

If you haven't flown at Air Sailing before, we strongly recommend that you do an area familiarization flight with a CFGI.

ASI manages most operations at the Gliderport (e.g., tow pilot availability, glider pilot operations, glider trailer tiedowns, RV trailers, etc.) via an [online reservation system](#) to sign up for pilot operations on the [operations calendar](#). There are several "forms" members may use to sign up for pilot operations:

Use the [Pilot form](#) to sign up on the operations calendar for pilot operations. Tow invoices are e-mailed monthly. The Pilot form contains a link to the Waiver of Liability.

Use the [Request Tow Pilot form](#) to make a tow pilot request on the operations calendar.

Use the [Glider Trailer Arrival/Departure form](#) to sign up on the operations calendar for glider trailer arrival at or departure from the Gliderport. Hangar & Tiedown invoices are e-mailed quarterly.

Use the [Recreational Vehicle Arrival/Departure form](#) to sign up on the operations calendar for RV arrival at or departure from the Gliderport. Hangar & Tiedown invoices are e-mailed quarterly.

Each of these forms include detailed instructions on how to use them.

We use a separate [online reservation system](#) powered by Availability.com to reserve Air Sailing's travel trailers and spaces for private RVs.

Important Note for Electric Self-Launch/Sustainer Glider Owners

Air Sailing is off the grid with no utility service: we make our own electricity and pump our own water. We do not have the capability to charge modern electric self-launch or sustainer glider battery systems.

Plugging an electric self-launch or sustainer glider charger into an Air Sailing power outlet is likely to bring down the power for the entire site, and has some probability of damaging our inverters. The site is uninhabitable without power (no water!).

If you have such a glider, we recommend you bring your own portable generator to charge your batteries, and also recommend you test your charging arrangements with discharged batteries before you come to the Gliderport.