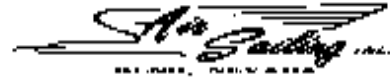


AIR SAILING NEWS



Rotating Editor: David Rhodes

ASI web site: <http://www.airsailing.org>

Summer 2001

Memorial Service for Alex Burnette and Marge Hayes



A beautiful and moving Missing Man fly-by by Vern Frye, Bob Dwyer, Bob Spielman , and Jim Hayes.

Hundreds of people came to Air Sailing to honor the memories of Alex Burnett and Marge Hayes. A

missing man fly-by brought tears to all at the emotional climax of the service.

The memorial service was held on June 9th. The day was clear, hot and with little wind. As the morning advanced, more and more cars began to fill the parking lot. By the time of the memorial service, it was clear to all that this was going to be the largest gathering ever at Air Sailing. As many mentioned afterwards, never had so many cars used the parking area.

And no one was surprised. Alex and Marge were loved by all. As the eulogies were spoken by Carl Herold, Charlie Hayes, Vern Frye and others, we were all reminded of the impact these two had on soaring and specifically what they contributed to Air Sailing.

Both were modest people and you would never know their contribution if you had only talked to them. As personal examples, I used to go to Air Sailing during the quiet times to regain my equilibrium. Many times the only person I would see would be Alex who, for many years, faithfully came several times a week to water the trees. Alex saved our trees but I bet he never told you that. And do you know he donated the yellow tractor to Air Sailing? And many years ago at a Sports Class contest, Marge was kind enough to invite a scruffy and hungry looking pilot into her motor home for food one evening. We will miss such people.

Our heartfelt sympathies to Norma Burnette and family and Charlie Hayes and family.

ASI NEWS.....and THE CASE OF THE ROTATING EDITOR

Effective with the last issue, your newsletter will be published four times a year. With 200 members, producing four issues a year, each of us will get to do an issue every 50 years! Dick Horn and Mike Green have graciously volunteered to see that the newsletter gets mailed. David Volkmann will be acting as Executive Editor. David Rhodes will be editor for the summer issue and Mark and Neita Montague will be editors for the fall issue. Additional volunteer editors are hereby solicited. If editing isn't your idea of fun, then you can soothe your conscience by writing an article about your flying, your life at Air Sailing, your love of gliders...Photos are always welcome. All submissions go to David Volkmann, Executive Editor.

Newsletter of Air Sailing, Inc. is published quarterly and is free to members of ASI and to clubs with which we exchange newsletters. Air Sailing, Inc., a 501(c)(3) corporation, owns and operates Air Sailing Gliderport exclusively for scientific and educational purposes.

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Management Areas

Memorial Grove
 Facilities
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 Web Master / Guest Book:

Manager

Pam Sutton
 Charlie Hayes
 Ty White
 Steve Smith
 Pam Sutton

Nevada Soaring Association is a club operating at Air Sailing. Besides low-cost soaring for members, the club provides introductory rides, instruction, a cross-country safari, The Gerlach Dash, and a guest membership program. Contact: Vern Frye at 2240 Saddle Ridge Ct., Reno, NV 89509 or by telephone at 702-825-1125 or cell phone at 702-843-7806.

Palomino Valley Soaring is a commercial glider operation at Air Sailing that offers flight instruction, BFR's, proficiency checks, rentals and dual cross-country. Contact: Charlie Hayes at PMB 356, 9732 State Rt. 445, Sparks, NV 89436 or by telephone at 775-475-2440, by e-mail at info@soar-palomino.com or at www.soar-palomino.com.

AIR SAILING MEMBERSHIP New members, change of address, lost members coming home...send personal info. and check to:

| | | |
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| Ty White | | |
| Air Sailing, Inc. | Membership | \$35.00 |
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Use of Mode C Transponders
Reno, Nevada

The potential conflict between gliders and commercial air traffic near Reno has increased with the growth of commercial jet traffic into Reno-Tahoe Airport (RNO) during the past few years. PASCO (Pacific Soaring Council, Inc.) emphasizes that glider pilots operating in the Reno area must be alert for all air traffic arriving and departing RNO.

Transponder signals are received by Traffic Collision Avoidance Systems (TCAS) on board commercial aircraft as well as by Air Traffic Control (ATC) Radar. By Air Traffic Control (ATC) Letter of Agreement, gliders in the Reno area can transmit the 0440 transponder code in the blind, without establishing radio contact with Reno Approach Control.

PASCO recommends and Air Sailing endorses that gliders operating within 50 NM of Reno-Tahoe Airport, install and use a Mode C altitude encoding transponder.

2001 NSA Safari & Ravioli-Eating Contest Report

(Mark Montague)

Not dampness--not even rain--could dampen the spirits of the participants of the 2001 NSA Safari. No news there: no matter how wonderful the weather, how fantastic the flying, each year's Safari participants discover all over again that fellowship and camaraderie truly outshine everything else. Going on Safari amounts to having the Air Sailing spirit there to meet you everywhere you land. What could be better than that?

Thus year's participants awakened on a soggy Monday morning, June 25th, to leaden overcasts and (no kidding!) drizzle. Vern Frye, unstoppable as usual, declared the day eminently flyable, then outlined his expectations for all: "We're getting out of town today. I want each of you to make a flight, even if it's just to tow up, release and land in the first dry lake along the course!" As an added incentive for the faint of heart, he placed orange cones on the runway, so that anyone tempted to return to Air Sailing would face the dreaded Spot Landing task. So, off we went, launching into eerily smooth tows beneath a solid overcast at barely 11,000 msl. Most of the pilots surprised themselves and eventually found themselves looking down at Gerlach--the day's destination.

That was the first of Vern's Life Lessons: It doesn't matter if it's impossible--if you try it anyway, you just might find you can do it.

Once happily abed in Bruno's "casually elegant" accommodations, we slept soundly that night--too soundly to hear the rains pounding on the roof. No matter. After whiling the day away on a trip to Soldier Meadows 1&2 we returned in late afternoon to find the "dry" lake finally dry enough to fly--so fly we did, enjoying local flights until sunset. Did I mention that Granite Peak (just NW of Gerlach) offers beautiful ridge soaring, or that two pilots managed to ridge-soar directly into wave?

The next morning, we awakened to 30-knot surface winds and a generous helping of smoke. Did that stop us? Not a chance! How about Thursday's calm winds and almost-total lack of lift? Nope! The NSA Safari is an unstoppable force and

there's no mystery why people keep coming back, year after year. If you're looking for a delightful way to discover (or rediscover) what makes Air Sailing and its people special, the NSA Safari is the only way to fly!

Family Weekend 2001

(Dale Thompson)

Air Sailing's 4th annual 4th of July Family Weekend had flying, dancing, eating, star gazing, gambling and four wheeler tours of the valley between Air Sailing and Tule peak. What better way to spend a holiday weekend.

Some of those that volunteered their time and effort were Charlie, Rosemary and Eric Hayes, Tiffany Prather, Alia Kuykendall, The local Astronomical Society, Diane Horn and Steve Saks.

By the time some forty folks had assembled for dinner Saturday evening, Blue's Soft Rock Band had set up enough electronic sound equipment to challenge our 15 kW electrical system. Everyone enjoyed the fried chicken, salad, dessert, drinks and good company.

As the sun sank over the Dogskins the band cranked up for the dancers and the local Astronomical Society set up seven telescopes for viewing of the heavenly bodies. The astronomers would train the telescopes on a selected feature, which allowed several people to view simultaneously and to compare results from the various types and sizes of telescopes.

Travel Trailer Parking

(Condensed from Trustee Letter of May 2, 2001)

At the Trustee Meeting of April 7-9, 2001, the Trustees approved an update to the Gliderport Master Plan involving the location and spacing of travel trailers at the Gliderport. In general, the concept is to increase the spacing between travel trailers using a trailer-space-trailer-space pattern throughout the areas where travel trailers are located.

Travel trailer owners are assigned to travel trailer locations. It is not the intention of the Trustees to dedicate these locations to these persons in perpetuity; rather, it is our intention to achieve the specified spacing. Members are free to exchange their assigned location with a mutually agreed upon alternative location. Please contact the Hangar & Tie Down Manager to do so.

Long-term storage travel trailers must not be parked within the Club House Grove, nor in the first, second, or third tiers of travel trailers. Long-term storage travel trailers are to be parked as close as possible to one another in the designated long-term storage parking area. For the 2001/2002 season, this area is south of the Memorial Grove.

Hangar Parking

(Condensed from Trustee Letter of August 21, 2001)

At the Trustee Meeting of April 7, 2001, the Trustees approved a trial method of establishing who hangars their aircraft at Air Sailing and a new invoicing procedure.

Hangar space availability is now determined by a priority list and, starting Summer 2002, hangar users will be invoiced for quarterly block periods during the summer. Weekly or daily hangar space for transient gliders may be arranged on a space-available and first-come-first-served basis with David Volkmann or Charlie Hayes. Please be sure to send your hangar use intentions to David Volkmann early in 1-QTR-2002 so that he can reserve your space for 2- and 3-QTR-2002.

Another minor change in hangar procedures involves a more rapid changeover from winter storage season to summer flying season and visa versa. Storage glider trailers and vehicles must be removed from the hangar by April 1. Shortly after that time, our Caretaker or the Hangar & Tie Down Manager will move your glider trailer or vehicle for you. In the fall, the hangar will not be available for

long-term storage until approximately late November.

Air Sailing Capital Campaign 2000

Progress Report: July 28 2001

(Bernald Smith, CapCam2000 co-chair.)

CapCam2000 began in April 1999 with a special \$100,000 gift. As of the end of July 2001, we have received a total of \$265,000 in gifts and pledges, meaning we have yet to raise the \$35,000 necessary to complete the campaign's \$300,000 goal. The support so far has come from 74 donors, including two groups, each of which represented several individual donors. Look for a letter soon about the campaign, with more details and plans for moving forward on the expansion construction.

Building Program

The Board of Trustees has approved construction of a new clubhouse, 2nd bathhouse, and electrical upgrade. Construction will occur this winter, with the new buildings to be up and running for next spring's soaring season.

Finally, there will be more than one head and shower. And a place to cook and eat meals out of the occasionally challenging desert winds, dust devils and sand. The old timers are bound to mutter under their breath about 'spoiled young people'.

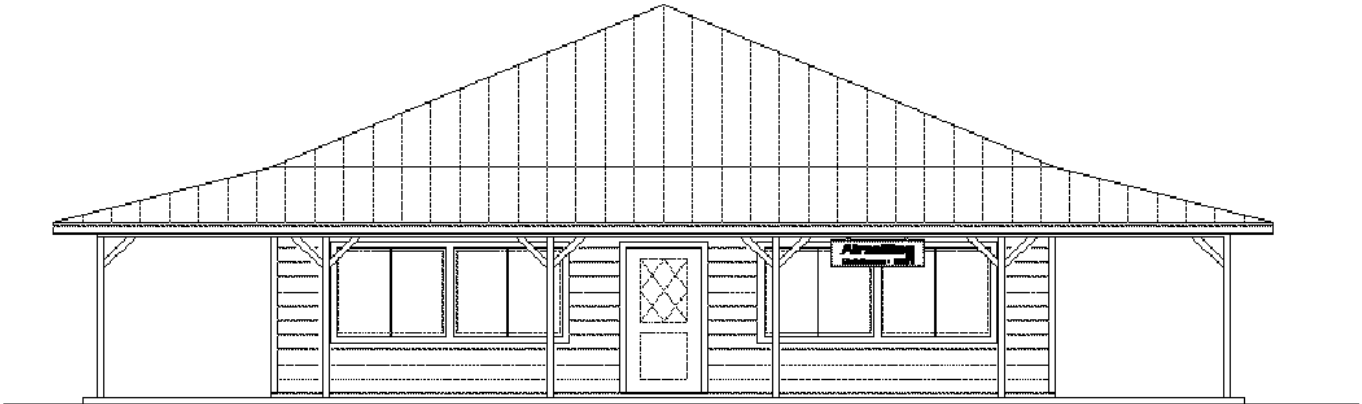
The current block house will become the Clubhouse and house a large common room with sinks, stove, tables, chairs, etc. There will also be a pilot planning room, men and women restrooms and showers, and other utility rooms. There will be a large veranda around the entire building.

A second building will be built to the northwest of the current building. This will have showers, toilets and laundry facilities, to serve the trailer area.

The building plans are attached.

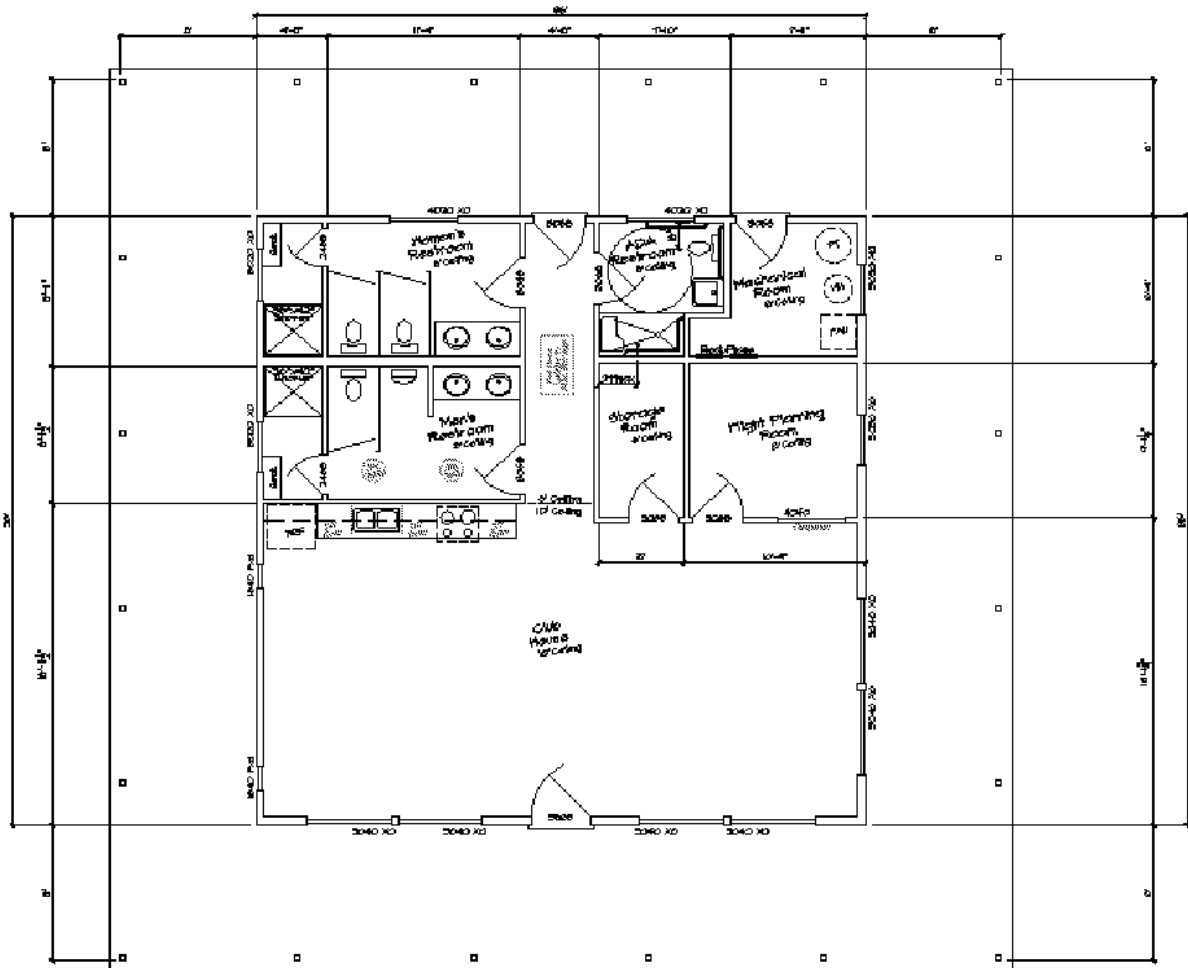
CLUBHOUSE

(On site of current restroom)

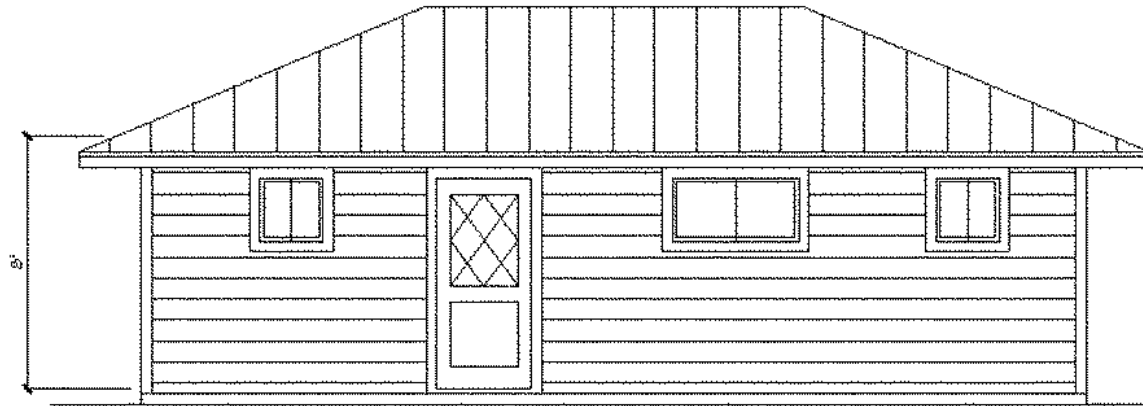


Front Elevation

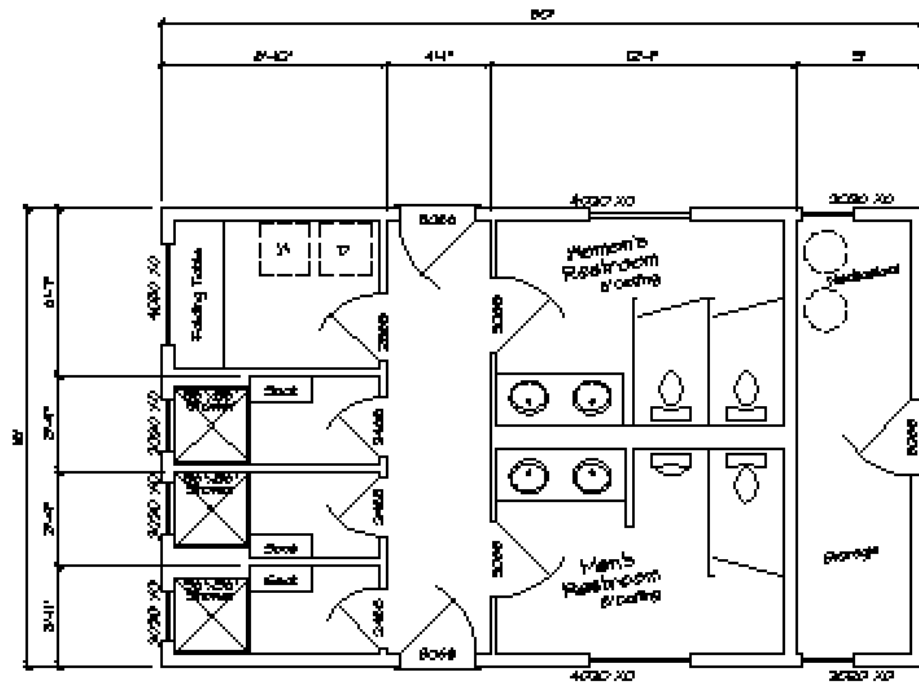
Clubhouse



New Restroom, Showers and Laundry



Front Elevation
8'-0"



Floor Plan
16'-7"