

# AIR SAILING NEWS



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

March 2002

## President's Corner

Air Sailing has an outstanding line-up of events scheduled for the upcoming soaring season of 2002, starting with the Spring Trustees' Meeting scheduled for Saturday, 6-APR-02 and the Spring Maintenance Party scheduled for the following weekend, Saturday and Sunday, 13- and 14-APR-02. See elsewhere in this newsletter for the complete schedule of other events.

Improvements have already been made to the Gliderport this year, with the purchase and installation of two 10' X 12' metal storage sheds on the southern cement pads adjacent to the hangar. These new sheds will be used to store the equipment and materials previously stored in the cinderblock bathroom storage facility, which is scheduled for demolition and replacement by the new Clubhouse facility. Don't miss Norma Burnette's article in this newsletter describing the assembly of these storage sheds. My personal thanks to Norma for supplying the storage shed assembly team one of the best lunches to date served at Air Sailing Gliderport. Thank you, Norma....

David Volkmann

## Air Sailing from the NSA 2-33



Mark Montague

## Spring Maintenance Party – April 13

Dale Thompson announces that the party is again scheduled for a warm and sunny weekend. Sumner Davis will wield the MAGIC WAND as needed for the annual party while Virginia and David Rhodes will bring lunch for everybody. Here's your opportunity to enjoy a few hours of good company, sunshine and help your gliderport get spiffed up for the 2002 season. Dale outlines some of the fun tasks needing doing along with the names of some of the volunteers. Where should your name go?

- Dig out grass and debris around the hangar
- Clean out the hangar
- Lubricate the hangar door padlocks and hinges
- Clean and tune the lawnmower
- Reconstruct the irrigation manifolds
- Clean men's restroom, if it still exists
- Clean women's restroom, ditto
- Cut brush around the tetrahedron and paint as needed
- Sweep out the gazebos
- Clean around the memorial stone
- Install and repair rabbit barriers around needy trees
- Paint/repaint runway numbers
- Repair drip piping at trees—plenty for several folks
- Cut grass. We've had a wet season and it grew!

Come join your friends and share flying stories.  
Contact: Dale at 510 223-4259 or  
[dale@sinewave.com](mailto:dale@sinewave.com)

## SSA Convention-Ontario, CA- We Were There!

More than two dozen ASI members migrated this winter to Southern California for the Soaring Society's annual convention. We ran into Peter Brown, Bill and Sharon Bush, Roy Clark, Jr, Peter Deane, Vern Frye, Roger Harris, Charlie Hayes, Karol Hines, Dan Johnson, Ed Lord, Pat Macauley, Al Martini, Chad Moore, Eric Norris, Rolf Peterson, Mark Ramsey, Kurt Redinbaugh, David Rhodes, Herb Robbins, Bob Semans, Bernald Smith, Dale Thompson, and Ron Woodrun. The editor may have missed a few names! For more on the convention, see page 3.

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<b>Committees</b>	<b>Chair</b>				
Executive	David Volkmann	Steve Smith	Terry Duncan		
Fund Raising	Bernald Smith				
Investment & Endowment	David Volkmann	Terry Duncan	Bernald Smith		
Capital Campaign 2000	Bernald Smith	Mike Green			
Construction Manager	Pam Sutton	Terry Duncan	Dick Horn	Steve Smith	Ty White
Long Range Planning	Pam Sutton	Steve Smith	Mike Green	Rolf Peterson	Ty White
Nominating	Ty White	Terry Duncan			
FBO	David Volkmann				

<b>Management Areas</b>	<b>Manager</b>
Memorial Grove	Pam Sutton
Facilities	Charlie Hayes
Membership	Ty White
Web Master/Guest Book	Pam Sutton

**Nevada Soaring Association** is a club operating at Air Sailing. Besides low-cost soaring for members, the club provides introductory rides, instruction, two cross country Safaris. The Gerlach Dash and a guest membership program. Contact: Vern Frye at 2240 Saddle Ridge Ct, Reno, NV 89509 or by telephone at 775-825-1125 or cell phone at 775-843-7806.

**Palomino Valley Soaring** is a commercial glider operation at Air Sailing that offers flight instruction, BFRs, proficiency checks, rental and dual cross-country. Contact: Charlie Hayes at PMB 356, 9732 State Rt. 445, Sparks, NV 89436, by telephone at 775-475-2440, by e-mail at [info@soar-palomino.com](mailto:info@soar-palomino.com) or at [www.soar-palomino.com](http://www.soar-palomino.com)

## AIR SAILING Membership

New members, change of address, lost members, coming home...  
Send personal information and check to:

<b>Ty White</b>	Membership	<b>\$ 35.00</b>
<b>Air Sailing, Inc.</b>	Donation	_____
<b>41600 Marigold Drive</b>		
<b>Fremont, CA 94539</b>	Total:	\$ _____

## Use of Mode C Transponders

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 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 RNO, install and use a Mode C reporting transponder.

## SSA Convention-continued from Page 1

The five-day event started off with a two-day CFI-G Renewal Clinic. The best part of the convention, besides running into old friends and making new ones, were the seminars: "Final Glides Without Fear", "Dynamic Soaring", "Intermediate Soaring Skill Builder" by Bob Wander, and "Advanced Cross Country Soaring" by Jim Payne to name a few.

Two ASI members were presenters: Peter Deane on "Performance and Decision-Making" and Dan Johnson on "How to Crash Confidently/Soaring and Aging". To view notes and slides of Dan's seminar go to: <http://www.danlj.org/~danl/Soaring/Aging/CrashAge.html>

Bob Semans, at the California/Nevada Pilots Lunch, talked about safety and flying the Whites and presented Procedure Alpha/ laminated briefing cards.

The huge convention center floor held new and old gliders as well as paragliders. In the center were booths with representatives of soaring clubs and operations and products for all types of flying (parachutes, aircraft parts, instruments/avionics, model airplanes trailers, and books for armchair flying to name a few). Insurance agents as well as glider sales adjoined the SSA booth and its array of books, videos, tee-shirts, log books, cds etc.

Plan on going to the 2003 SSA Convention in Dayton, Ohio.

### Centipede Shed



Norma Burnette

### Wave Websites:

<http://www.dr-jack.net/LWIP/> for wave predictions

[http://www.dr-jack.net/LWIP/mtwave\\_example.tahoe\\_5500.Xgif](http://www.dr-jack.net/LWIP/mtwave_example.tahoe_5500.Xgif)  
for an example of the Lake Tahoe region

[http://www.dr-jack.net/LWIP/mtwave\\_example.owens\\_5500.Xgif](http://www.dr-jack.net/LWIP/mtwave_example.owens_5500.Xgif)  
for an example of the Owens Valley region

## Air Sailing Work Weekend

by Norma Burnette

On January 12<sup>th</sup> six of us Air Sailing W.W.s (Willing Workers), Terry Duncan, Bruce Laxalt, Steve Smith, Pam Sutton, David Volkmann and I got together and assembled our new storage sheds. Snoopy came to help us out on Sunday also. One of the sheds will be used temporarily to keep all the things that are in currently in the generator room that will later migrate to the clubhouse or new bathhouse. Later, one shed will be used to house the stuff that clings to the inside of the hangar and the other will be for Charlie's stuff, also now in the hangar.

We first started out trying to assemble them where they were going to stand, on the cement pads at the south end of the hangar. Naturally the usual Air Sailing wind came up, so we had to move everything inside the hangar.

The first shed went fairly slowly, but the second one went pretty fast as we didn't have to read the directions all the time. Vern Frye, Charlie Hayes, Jim Hays and Bob Wells were busy with students and towing and couldn't help with the sheds. I felt sorry for them, so invited them to join us for lunch on Saturday. Bob Dwyer and his wife dropped by coincidentally just in time for lunch on Sunday.

A few weeks before we got together, Pam and I decided it would probably be pretty cold (it was) so instead of making sandwiches for lunch I whipped up chili for Saturday's lunch and potato & ham soup for Sunday's. Everyone was very glad I did. We were out of the wind, but it was still very cold in the hangar.

Steve Smith is setting up a work schedule for the building project, so be sure to sign up. Call Steve at 408 996-2932 or check <http://www.airsailing.org/> for details. I will be cooking hot lunches for all work weekends, so you may be tired at the end of the day but you surely won't be hungry.

P.S. Check out the photos of this great weekend on <http://www.airsailing.org>

### Capital Campaign 2002

Original Goal \$300,000

Total funds/pledges 290,499

The new goal is \$350,000 to meet county-dictated requirements, leaving us \$59,501 to go.

Bernald S. Smith, Fundraising Co-Chair

## Nevada Soaring Association

NSA is now completely transponder-equipped.

Two Safaris! Jim Hays will be leading the Spring Safari out of Bishop on June 3 to 7. Call him at 775 972-8960 or cell 775 530-2777 for details. The Summer Safari, July 8 to 12, may go north this year.

Jim Hays' Blanik was severely damaged in high winds and is now in restoration. Reminder: consider elevating the tail or, alternatively, putting the main wheel in a hole when tying down.

All ASI members are invited to the weigh-in on May 4. Inspectors from Nervino will be completing annuals on the Club gliders. Charge for weighing: \$30. (Gliders, not pilots!)

New insurance program in effect and anyone who flies one of the seven Club gliders as PIC must have Renter's Insurance and sign a Release & Waiver of Liability Agreement. Along with this change has come a corresponding DECREASE in glider rental charges!

Annual Meeting, March 2 at Spotted Owl's. Phone 775 786-3750. Meeting at 10. Fly by noon.

NSA has been invited to give rides at the Fernley Airshow on May 18-19. Volunteers are needed to tow, provide ground support and to fly 2-33s back seats. Sounds like fun!

## Odds and Sods

Congratulations:

- to Ruben Zelwer who now has an ASW-20.
- to Bob Spielman who is now partners in "U-4ia" with David Prather.
- to Martha Martinez who recently soloed.

Neita has been able to find seven Terra 250 transponders in the last year. Contact her if you want to be put on the waiting list.

## Weight and Balance

Excerpted from the Owl Canyon Newsletter

Weight and balance is so critical to the safety of flight that the FAA created a document (FAA-H-8083-1) devoted to the subject. Eight well-illustrated chapters teaches everything the pilot needs to know about weight and balance. Other good references are the FAA Aviation Safety Program Pamphlet -Weight and Balance (FAA-P8740-5) and FAA Advisory Circular 43.13.1B-Acceptable Methods, Techniques and Practices, Aircraft Inspection and Repair. These are available from the Government Printing Office, Government Book Stores, and most aviation oriented commercial enterprises.

## WANTED: A Few Extraordinary People

ASI Cross Country Camp 2002 by Chad Moore

Participants come to the camp for comprehensive lectures, practical demonstrations, and daily practice of the basic and intermediate concepts and skills involved in conservative, recreational cross country flying. They come to learn efficient thermaling and cross-country soaring techniques and they gain the confidence to advance and enhance their abilities without increasing their risk-level.

I'm calling for volunteers to be Lead Pilots who get a week of psychic income, free tows and tie-downs, great soaring and 25 new/renewed friendships. The Lead Pilots present their portions of the morning lectures, foster development of the 2-3 pilots assigned to them, and encourage safe cross country flying during afternoon flights.

Mentoring is an important component in keeping our sport safe and thriving. Contact me at 831 636-6864 or [chad@outside-the-box.org](mailto:chad@outside-the-box.org) to sign up!

## First Flights

In the last issue Bob McKay wrote about his first flight at Air Sailing. We continue this series:

"I first saw Air Sailing in the mid-sixties. A friend and I were looking for partridges-the kind with the feathers. We didn't find any but one of us had heard there was an airfield near where we were. After a short search thee it was: a straight path through the sagebrush.

The next time I saw ASI was in the eighties. At the time I was flying with Sierra Nevada Soaring out of Stead and had heard that Air Sailing was operating. I'd been out to Pyramid Lake for some water skiing with my daughter and son-in-law and stopped by. John Hammond had a glider operations going. There were a couple of buildings and a Scout airplane. With just the two of us, we had to do the checkout in the Scout, and then I had a very fun ride in the 1-26, an early model which floated like a tumbleweed seed. I was able to follow an eagle for a while until he got tired of it and got rid of me with a quick chandelle.

I didn't get back to ASI until Dick Sadorf and I moved there on the demise of the Stead operation. I regretted that, but the Stead operation really kept me busy."

Bob McKee

## Desert Storm by Laura White, 6<sup>th</sup> Grade

I felt my tired legs pedaling slower and slower as the stifling, late afternoon desert heat pressed in around me. Finally I gave up and walked my bike down the barren dirt road all the way to the entrance of the tiny glider port called Air Sailing. I hopped back on my bike and rode over to the open trunk of my dad's green truck, where a large, red cooler sat in the shade. I stuck my hand in among the sodas, but instead of taking one, I grabbed a handful of ice, put it in my hat, and put my hat back on. That's how hot it is in the Nevada desert during the summer. I was in the middle of Nowhere, Nevada, to be exact.

I glanced around in disbelief at the dull, dusty glider port I would be staying at for a whole week. My eyes took in the big, tan hanger, the black asphalt runway in the distance, and the motor homes scattered around the few trees opposite the hanger. Of course, what mostly caught my eye was the familiar line of gliders along the edge of the clearing. The only thing past that is the seemingly endless sagebrush that covers the rolling hills as far as the eye can see. Gliders are not like other planes. For one thing, they don't have engines (that's why they're called gliders), and also, most gliders can only hold one person: the pilot. Plus, gliders are long, thin and delicate-looking with wings as long as the plane itself. Sometimes during the summer, like this time, my dad brings me, my mom, and my sister along while he flies the annual Air Sailing glider contest.

After letting the ice in my hat melt and run down my face, I pedaled lazily back to the motor home, where my mom and sister were sitting, drinking sodas. Feeling bored, I rode my bike out to the shady gazebo, where the gate crew sat waiting for the last of the glider pilots to come in for landing.

By the time the last two pilots were safely on the ground with their gliders mounted to strong cables, it was almost dusk. I walked over to my bike, ready to climb on. All at once, a deafening rumble issued from the sky, and angry gusts of wind swept across the valley, spraying dirt and sand onto the backs of my legs and arms. I looked up at the hills in the distance, where the sagebrush was blowing wildly, just in time to see a distinct lightening bolt pierce the ridge. The once sunny sky above was rapidly being covered with dark clouds. From all around me, pilots were racking out to the line of gliders, making sure that their planes were securely fastened to the ground.

Around 8:00, my mom came back from the nearest grocery store with dinner, and we sat inside to avoid the strong wind. After eating my fill, I collapsed into my sleeping bag in the loft around 9:00, feeling entirely worn out. I had been asleep for only an hour or so when I was awakened by loud voices outside. Curious, I walked out into the night, quickly finding a group of people gathered behind our motor home, pointing at the side of the closest hill. I gasped when I saw a tiny segment of the hill was glowing orange, indicating that the lightening must have set the brush on fire.

"Forget flying tomorrow," I heard the gruff voice of one of the pilots say, "if the weather stays this way, we might as well cancel the whole contest." I thought worriedly of what would happen if the contest was actually canceled. I might have to go home, and it was only Tuesday! Somehow, I managed to find my mom in the crowd, and she told me to go back to bed.

Lying in the loft of my family's motor home, I counted "One Mississippi, two Mississippi..." I was not reassured to know that the lightning was now only a mile or two away. The strong smell of smoke did not make it particularly easy to get to sleep either, and I found myself lying awake very late beside my sleeping sister. Around 4:00 in the morning, a mournful, bone-chilling howl came from outside. I shivered, knowing it was only a coyote, but my mind began racking to the open motor home door. Two more howls chorused in with the first, and somehow I felt better, soon soothed to sleep by the coyote's song.

In the morning, I woke early and hurriedly walked outside, praying that it wouldn't still be windy. A lot of the sky above the valley was clouded with smoke except for a large ring above Air Sailing. I glanced at the once-blazing hillside, but the fire had obviously been put out, for there was no sign of smoke. The wind had also subsided, except for an occasional gentle breeze, and I knew that the contest wouldn't be canceled after all.

"Strange," I thought, "that only yesterday I wasn't looking forward to spending the week here too much." Casting my sleepy eyes on the faint sunrise visible behind the smoke and the silhouette of a lone coyote sneaking across the ridge, I wondered how I had ever failed to see the beauty of the Middle of Nowhere, Nevada.

April 8, 2001

# 2002 Calendar

April 6	Trustees Meeting	David Volkmann	775 787-3197
April 13	Spring Maintenance Party	Dale Thompson	510 223-4259
May 20 - 24	NSA Spring Safari	Jim Hays	775 972-8960
June 8-9	PASCO League Contest	Jim Alton	925 355-9289
June 17-21	Thermaling Camp	Rolf Peterson	925 447-5620
June 23-28	Cross Country Camp	Chad Moore	831 636-6864
June 30-July 6	Sports Class Contest	Chad Moore	831 636-6864
July 4-7	4 <sup>th</sup> of July Family Weekend	Charlie/Rosemary Hayes	775 475-2529
July 8-12	NSA Summer Safari	Vern Frye	775 825-1125
July 15-19	Badge and Record Camp #1	Charlie Hayes	775 475-2529
July 22-26	Badge and Record Camp #2	Charlie Hayes	775 475-2529
August 10-11	Gerlach Dash (5th Annual)	Vern Frye	775 825-1125
October TBA	Air Sailing Trustees Meeting	David Volkmann	530 223-4259
October TBA	Annual Awards Banquet	Ty White	510 490-6765

**AIR SAILING NEWS Deadlines: March 31 for April issue, May 31 for June issue, June 30 for Summer issue, August 31 for September issue.**

**AIR SAILING NEWS**  
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