

AIR SAILING NEWS



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

April 2002

Maintenance Party Alert

Saturday, April 13 should prove to be a fun day. Bring gloves, shovels, rakes and sunscreen and your winter supply of soaring dreams. Usually more than two dozen Air Sailing members come to spend the day sprucing up ASI and getting it ready for the season. A board will be posted with the list of tasks (ground, not aerial) and the names of volunteers who have already signed up. Check out last month's issue for more on the To Do List. Help paint runway numbers, pull weeds and cut brush, install rabbit barriers around trees, clean and tune the lawnmower, clean out the hangar or lubricate the hangar door hardware.

Dale Thompson, Maintenance Party Ringmaster has added to the list the following items:

- ❖ Reconstructing the drip irrigation manifold
- ❖ Development of another irrigation circuit to the west of the memorial tree line.

Plan on a nice lunch coordinated by David and Virginia Rhodes and Norma Burnette. See you there!

Crunch ! BAM ! Gone ! Update

By Steve Smith

We have begun! The bulldozer came and demolished the old bathroom building on Monday, March 11. Foundation pads were graded and excavated five days later and we were building forms for the concrete slabs for both the new clubhouse and the new bathroom building. By the time you read this, the concrete work will be done and we will have begun framing the buildings. You can stay up to date on our construction progress by checking our website, www.airsailing.org. To volunteer your time to help construction, check the website or see the article on our exciting work done and to do in "Construction Update", this issue on page 3.

Our builder, Rick Walters of Sage Design Build, Minden NV, is probably better known in soaring circles for his national soaring championships and participation as a US team member in World Soaring Championships. Along with all the volunteer participation we can muster, he will be working all spring to bring us the new facilities we have been dreaming of for so long. We are on schedule to be finished on June 8, just in time for the spring soaring season and all of our organized camps and activities.

In this issue: A Fine Wave Day; The Eagle Trophy; The Pilot Personality; Tribute to Fran Allender

Newsletter of Air Sailing, Inc. is published quarterly and is free to members of ASI and to clubs with which we exchange newsletters. Correspondence should be addressed to Editor: **Neita Montague** at 38A Brockett's Pt. Rd. Branford, CT 06405-4917
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Standing Committees	Chair				
Executive:	David Volkman	Steve Smith	Terry Duncan		
Fund Raising:	David Volkman				
Investment Endowment Policy:	David Volkman	Terry Duncan	Bernald Smith		
Capital Campaign	Bernald Smith	Mike Green			
Construction Mgt.	Pam Sutton	Terry Duncan	Dick Horn	Steve Smith	Ty White
Long Range Planning:	Pam Sutton	Mike Green	Rolf Peterson	Steve Smith	Ty White
Nominating:	Ty White	Terry Duncan			
FBO:	David Volkman				

Management Areas	Manager
Memorial Grove:	Pam Sutton
Facilities:	Charlie Hayes
Membership	Ty White
Operations	Steve Smith
Web Master / Guest Book:	Pam Sutton

Nevada Soaring Association is the 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 2240 Saddle Ridge Ct. Reno, NV 89509 phone: 775-825-1125 cell:775-843-7806

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, phone: 775-475-2440, e-mail info@soar-palomino.com Website: www.soar-palomino.com

AIR SAILING MEMBERSHIP...new members, changes of address, lost members coming home...Send personal information and check to:

Ty White	2002 Membership	\$ 35.00
Air Sailing, Inc.	Donation (Tax Deductible)	+
41600 Marigold Drive		
Fremont, CA 94539		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 on the 0440 transponder code in the blind without establishing radio contact with Reno Approach Control.

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

First Three Volunteer Work Weekends of the Year Are a Big Success - By Steve Smith

January 26 and 27 we assembled and anchored two metal garden sheds on either side of the hangar at the south end, for storing equipment.

March 10

It was a fairly nice winter day to be outside working. Steve Smith dug the holes (four feet deep!) to find the water line and electrical lines at a point adjacent to the new clubhouse construction, and the team of Rick Walters, Steve Smith, Bob Dwyer, and Rolf Peterson moved the water pressure tank out of the generator room. We got the water plumbed in and the new temporary electrical box installed. We salvaged everything useful out of the bathrooms. The generator room was cleared and the water pressure tank and electrical supply were moved in preparation for demolishing the old bathroom.

March 16

This was a pretty cold day to be out working outside, about 28 degrees, warming to 31 by mid-afternoon. But with the temperature increase came a 20 mph wind! On hand were Terry Duncan, Dick Horn, Steve Smith, Pam Sutton, Bruce Laxalt, and of course, Rick Walters, our builder. for the clubhouse and the new bathroom.

We relocated the winter storage row of house trailers to make room for the septic line excavation and helped build foundation forms. The bulldozer came the following day and demolished the bathrooms! WE ARE COMMITTED NOW! Again the high point of the day was a big bowl of chicken stew served by Norma Burnette, along with hot chocolate, cookies, sodas. Thanks Norma!

The next volunteer work parties are being held as this paper is going to print and work will be continuous until April 14. During this 2-week period, the buildings will be framed. Want to help? Be on site by 8:30 for a safety briefing and the signing of a liability waiver. There will be plenty of nails to drive, wood to cut and fit. Any questions on volunteering can be sent to Steve Smith at scsmith@mail.arc.nasa.gov or Dale Thompson at dale@sinewave.com. Also, there will be updated information on the Air Sailing website.



Wave near the Sierra

Mark Montague

Not Much Doing In March - by Bob Spielman

This morning I went down to Minden to try wave. In Washoe Valley a lady skidded off the road in her Mercedes and rolled it and ended upside down. I was the first to get there. I opened the driver's door and asked if she was alright. Well, there she was hanging upside down in her seat belt from what is now the ceiling and she's talking on her cell phone to her husband that she just had a accident and she's okay and there are people there to help her. Can you believe that? So I released her seat belt and then she fell on her head because I thought it might knock some sense into her.

Anyway, I took off at 10:00 - the only one airborne - and got into lift at 6500' and released from tow at 7500'. It was so easy I had about 1000 fpm climb up to 17500'. I lost sight of the ground but it seemed brighter up higher so I could keep right side up. When I was on top I cruised around looking for more up but didn't find any and I didn't realize I was drifting rapidly east at 75K. When I got into the clear I headed west and came thru the bottom of the cloud at 10000' and right then I knew I wasn't going to make Minden without lift. I showed only 20K ground speed at 70 mph IAS so when I got down to 6500' there was a neat road beside a ranch and I landed there.

The retrieve costs a flat \$150 at Minden in case you do that plus I gave a \$25 tip to Dennis who brought my glider trailer. I had tools and had 113YZ apart by the time he arrived and I was back at ASI by 12:30 pm. Not bad.

SSA Convention Seminar – Soaring Performance and Decision-Making - By Peter Deane

We use our mental faculties to fly the plane, to find lift, to stay airborne and to go places. Our performance and safety depend on our rational decision-making capabilities. But in a stressful, high workload, marginal or dangerous situation, we tend to revert to ‘primacy’, our own native automatic reaction to a stressful situation.

Each of us has a unique ‘automatic pilot’. Understanding our own means having a way to talk about our individual mental processes and how they pertain to our decision-making and situational awareness. I constructed a three-layer model to help us understand this, based on existing personality and brain dominance and sports psychology models. I was then able to calibrate a range of pilots to this model and published the group results. I grouped the SSA competition category pilots, based on the seeding list.

My seminar explained the structure and pertinence of this model to soaring activities and I was able to show some interesting trends between General, Category 2 and Category 1 competition pilots with some pilot temperament overlays and experience trends with excellence. I also gave some practical decision-making guidelines and approaches to keeping positive when facing the inevitable plateaus we all face in our soaring learning curve.

Sounds as if we should get Peter to come to talk to us sometime this summer ! To contribute to his study go to www.personalitypage.com

Here is a highlight of Mike Green's tribute to Fran Allender, a long-time friend and crew member who died unexpectedly this Winter. Fran was well known in the West's glider circles. An extensive article was published recently in Truckee's newsletter about Fran.

“The crewperson and the pilot are part of a team, one no less important than the other. This became even more true when we started flying dual together, first in the NCSA Grob and since 1999, in the Schempp–Hirth Dual Discus, a 20 meter wing span, high performance 45 to 1 glide ratio, two–place sailplane. We were really a team flying dual. Fran in the front seat and I was in the rear. Note that the total team consisted of several NCSA members, my two partners and several of our soaring friends. All of us alternated between co–piloting and crewing. Fran helped with the flying, navigation, and keeping eyes out of the cockpit during gaggle flying. Out on course, Fran would have his personal GPS out always keeping track of the nearest landing field. Or above the Sierra's at 17,000 feet we shared the glorious views we would spontaneously start laughing our heads off. We flew many contests, events, and just plain fun flights during the past three years. Fran loved flying cross–country. How many other sports are there in which the older generation can compete against competitors in their 20s, 30s, 40s?

I can't thank Fran enough for all the support, help, and friendship he gave me since the early 1990s. I will miss him.”

Odds and Sods

Mentors (Lead Pilots) are sought for the Thermaling and Cross Country camps. Free tows! Email Chad Moore at chad@outside-the-box.org or phone him at 831 636-6864 or contact Rolf Peterson at rolfpete@aol.com or 925 447-5620 to volunteer and become a hero (or heroine)!

Unveiled at the SSA Convention was a new video by the Soaring Safety Foundation, "American Soaring Signals" and it is absolutely free. Go to www.soaringsafety.org/videoorder.htm.

Per our original papers of incorporation with the State of Nevada and as per our 501(c)3 tax-exempt registration with the IRS our gliderport is "Air Sailing Incorporated", which is often shortened to "ASI" or "Air Sailing, Inc."

The NEVADA SOARING ASSOCIATION (NSA) ANNOUNCES THE EAGLE AWARD FOR 2002. Win one of two trophies – the "SILVER EAGLE" or the "GOLDEN EAGLE." Here's how!

RULES:

1. The flights must be flown in a Schweizer 1-26.
2. The pilot must release from tow within 3 sm of Air Sailing (this allows use of the Red Rocks and the south end of the Dogskins) at an altitude not to exceed 3000' AGL (7300' MSL.)
3. The pilot must land at 5 of the airports on the list.
4. The flight must be verified by a) another pilot, b) a tow pilot on retrieve, c) a ground observer, or d) by camera.
5. These flights may be in conjunction with a Badge Flight or a 1-26 Sweepstakes flight as long as their more stringent rules apply. For instance a flight from ASI to Tiger Field could count as a Silver Distance Leg for a Silver Badge and for the Silver Eagle Award and for a 1-26 Sweepstakes entry.
6. No barograph, flight recorder or declaration is required solely for the EAGLE AWARD.
7. Flights in the opposite direction to ASI will be considered. For instance, 2 1-26s fly from ASI to Silver Springs and land. Then they are towed off and fly to Tiger Field and land. Then they are towed off at Tiger and fly to ASI. That could count for 2 of the 5 flights and landings.
8. The executive board will be the final judge.

SILVER EAGLE

Requires a Silver Badge and a landing at 5 of these sites:

GOLDEN EAGLE

Requires a Gold Badge and a landing at 5 of these sites:

DISTANCE		DISTANCE	
1. Tiger Field (N58)	32sm	1. Gerlach (4042.5/11919)	58sm
2. Silver Springs Airport (B08)	40sm	2. Yerington Airport (O43)	66sm
3. Herlong Airport (Q73)	31sm	3. Carson Airport (O04)	47sm
4. Stead Airport (4SD)	17sm	4. Susanville Airport (SVE)	58sm
5. Flanigan DL (40-07.5/119-54)	20sm	5. Minden Airport (MEC)	60sm
6. Truckee Airport (TRK)	44sm	6. Farias Wheel AP (3Q4)	73sm
7. Rabbit DL (39-21/119-23)	41sm	7. Sulfur AP (40-52,118-44)	84sm
8. Owl Dry Lake (40-14/119-39)	27sm	8. Rosaschi Air Park (N59)	73sm
9. Nervino (O02)	35sm	9. FlyinMouse(3813.5/11928)	80sm
10. Sierraville (O79)	40sm	10. Fallon (FLX)	57sm

A trophy will be presented to the first pilot who accomplishes one of these awards and that pilot will keep the award until it passes to another pilot who earns it. Each pilot who earns the Silver Eagle or Golden eagle will receive a plaque presented by NSA. Contact Bob Spielman for more information: 775 345-0410 or <mailto:thudpilot1@hotmail.com>

2002 Calendar

April 13	Spring Maintenance Party	Dale Thompson:	510 223-4259
June 3-7	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 th 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: May 25 for June issue, June 30 for summer issue, August 31 for September issue, October 31 for Winter issue.*

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