

An Air Sailing Winter

The tops of the Dogskins are sprinkled with snow. Nevertheless we're out gliding, soaring, towing, working, winterizing. Roland Swirsky and Bob Stallings were there in the snow in October. The next day it was 60 degrees and the soaring was great. Bob saw a job that needed doing and did it! He winterized the ASI trailers and then helped David Volkmann do some tarring on the runways and David took the ASI trailer batteries home for the winter. Dale Thompson was out with an arborist working on pruning plans for February. Pam Sutton, Bruce Laxalt, Terry Duncan and others were helping to set up ASI for the winter. Tom Dimsmore was busy working on the generator while Ty White and Steve Smith were roofing the irrigation manifold house after winterizing the Clubhouse. These are just a few of the people I saw.

The Clubhouse water system has been shut off and drained until the Spring so sinks and toilets are not usable and signs have been posted. The Clubhouse is still open for use and the refrigerator and heat are on and working. The Bathhouse is fully functional and a sensor has been installed to alert us if the pipes start to freeze.



Herb Robbins Pitches In In Winter

It's volunteers who make Air Sailing work. In this issue you will note the names of over a hundred people who have contributed in one way or another. We ask you to join us helping out each time you come to Air Sailing.

Above is a photo of Herb Robbins who cheerfully cleaned the Clubhouse and bathrooms in September. On page 3 you will see a photo of and an article on another great volunteer, Bob McKay, who received the very first and 2002 Star Thrower Award.

Air Sailing Banquet, Silent Auction and Awards

The last Saturday in September at The Nugget found members gathering for a celebration of the year at Air Sailing. Silent Auction items were laid out on tables around the room and the auction held in two parts to generate excitement and to encourage bidding. See article on page 8 for results. After the dinner the awards ceremonies gave an opportunity to recognize the great contributions of so many people this year. Plan on attending the 2003 Banquet and Silent Auction.

The **Charles D. Glattley Award**, which acknowledges spirited participation and valued service to Air Sailing, was given to **Steve Smith** for 2002.

This year's winners of the ASI Sports Class Contest, **Mike Green** and **Bob Klemmendsen**, flew to victory in Mike's Duo Discus and will be running the 2003 contest this June 29.

The **Boomerang Award**, given for the longest completed task for the Sports Class Contest was presented by Steve Smith to **Mike Hoke**.

Ed Lord presented The **Jim "Billy Goat" Hays Memorial Scholarship Award** to Kaleen Lewis. The usual scholarship benefits pays all expenses to Solo, but it was decided that this year's winning applicant proved so deserving that the scholarship will be extended to cover her fees to the achievement of her Private Glider License! The funds for the scholarships come through a percentage of the real estate commissions for houses bought or sold by ASI members. Commissions this year came from **Charlie Leu, Bob and Nancy McKay** and **Eric Norris**.

The evening concluded with a video with music by President **David Volkmann** showing the volunteer work in 2002.

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
Air Sailing, Inc., a 501(c)3 corporation, owns and operates Air Sailing Gliderport exclusively for scientific and educational purposes.

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Standing Committees

| | | | | | |
|------------------------------|----------------|--------------|---------------|-------------|-----------|
| Executive: | David Volkmann | Steve Smith | Terry Duncan | | |
| Fund Raising: | Bernald Smith | | | | |
| Investment Endowment Policy: | Bernald Smith | Terry Duncan | | | |
| Maintenance Oversight: | David Volkmann | Steve Smith | Terry Duncan | Charlie Leu | Bob McKay |
| Long Range Planning: | Pam Sutton | Mike Green | Rolf Peterson | Steve Smith | Ty White |
| Nominating: | Ty White | Terry Duncan | | | |
| FBO: | David Volkmann | Ty White | Dick Horn | | |

Management Areas

| | |
|-----------------------|---------------|
| 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 at 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 | | \$ 35.00 |
| 2002 Membership | | |
| 41600 Marigold Drive | Donation (Tax Deductible) | + |
| 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, the concept that gliders operating cross country, within 50 nm of Reno-Tahoe Airport, install and use a Mode C altitude encoding transponder.

The Star Thrower

By Charlie Leu

Adapted From Loren Eiseley

The young man stood on the ocean bluff at dawn. Far down the beach he noticed a person flinging things into the water. This aroused the young man's curiosity; he went down to the beach to see what the person was doing.

As he walked along, time and again, the person would bend over, pick up something, stand up, and throw it into the water. Finally the young man encountered an older man. He was picking up starfish that had washed up on the sand overnight, and throwing them back into the water. "What are you doing?" he asked the young man. "These stranded starfish will die if left in the morning sun," replied the old man. "But the beach goes on for miles, and there are millions of starfish," retorted the young man. "You really don't expect to make a difference, do you?" The old man once again reached down, picked up a starfish, and threw it into the safety of the waves as he replied, "It made a big difference to that one." The young man shook his head. He was sure the old man was just wasting his time. They each then went their own way.

That evening, the young man had a dream in which he had become stranded in a remote area. He was alone and helpless, and going to die. But a chance encounter with a complete stranger led to his rescue. If not for this fortuitous encounter, the young man would have died; instead he'd be given the gift of life.

The next morning the young man returned to the ocean bluff. Off in the distance he could see the old man throwing starfish back into the ocean, given them the gift of life.

Down to the beach the young man went. And as he caught up to the older man, he too reached down, picked up a starfish, and threw it into the water. "I too am a Star Thrower," announced the young man to the older man.

They both smiled.



Air Sailing is the result of Star Throwers. There have been many over the years. We recognize one Star Thrower who has been a positive influence and excellent role model for us all.

Thank you so much, Bob McKay, for being a Star Thrower!

Fall 2002 Meeting of the Air Sailing Board of Trustees

By Ty White, Secretary

The regular Fall meeting held at the Nugget in Sparks on September 28 was extended to a second day on October 20 at Bob McKay's home in Cameron Park in order to address all major issues on the agenda. Here are the highlights:

The 2003 Budget was approved with money specified for ongoing operations and a range of new maintenance initiatives as outlined below. Three currently serving Trustees were reelected to five-year terms: Bob McKay, Dale Thompson and David Volkmann. In addition, a fourteenth Trustee position was filled with the nomination and unanimous election of Jim Hays to the Board. Terry Duncan was reelected Treasurer for a three-year term.

With construction funded by the Capital Campaign 2000 complete, the Long-Range Planning Committee chaired by Pam Sutton will now revise and update the comprehensive plan for capital improvements to the gliderport. Several workshops and planning sessions will be scheduled to develop the Long-Range Plan. It will be very important to solicit input from the general membership as the Plan is put together. The intent is to use the Long-Range Plan as a basis for a new fund-raising initiative to be launched next year.

The Trustees voted to maintain the current status quo regarding towing at the gliderport. That is, both Palomino Valley Soaring (PVS) and Nevada Soaring Association (NSA) are authorized to conduct towing at Air Sailing.

The Operating Rules and Policies will be amended to designate runway 03L/21R (the alternate parallel runway) as a primary landing runway for towplanes and a backup landing runway for gliders. Regular maintenance of the parallel runway will be planned to match its official role. The Trustees voted unanimously to adopt 122.9 as the MULTICOM frequency for use at ASI.

There was much discussion of general and specific maintenance issues at the gliderport. The site has become quite complex and it is important to address all the maintenance requirements of the airport and buildings in a comprehensive fashion. It is clear we need an overhaul of our maintenance planning and implementation. The Trustees established a maintenance oversight group headed by David Volkmann and Steve Smith, which includes Terry Duncan, Charlie Leu and Bob McKay, to review and formulate an overall, comprehensive maintenance plan and checklist for the gliderport. Ongoing and preventative maintenance to the roads, runways, trees, buildings, water and power systems will be accomplished by a mix of paid and volunteer labor on regular schedules. It will made clear to the membership who is responsible for what at the gliderport.

Several specific maintenance issues were addressed.

The Trustees approved a plan offered by Dale Thompson for ongoing tree maintenance which will be funded by specific contributions put forward for this purpose.

There will be increased maintenance of the West Access Road with the blading of this road increased to two major treatments and at least 4 minor treatments each year.

The grading and clearing of the dirt runways and firebreaks will be significantly increased next year. The major cracks in the paved portion of runway 17/35 have been filled, and a plan for longer-term upkeep for the paved runways will be developed with professional input. (continued on page4)

Board Minutes Continued: Tie Downs

Tie-down space is at a premium, and to address this another set of trailer and glider tie-downs will be installed between the gas truck and the windsock south of the runway 03/21 taxiway area. Rates for hangar, outside tie-down of assembled gliders and trailer tie-downs on the cables west of runway 17/35 will be increased, both to encourage use of the more remote tie-downs and also to increase revenue for operations and maintenance.

Capital Campaign 2000

By Bernald S. Smith, Fundraising Chair

The amount expended, as explained previously, is greater than the goal because the bids to meet country requirements exceeded our original estimates. This should conclude our reports on CapCampaign2000, but as you've read above, not the end of fundraising for Air Sailing!

| | |
|-----------------------------------|------------|
| Capital Campaign 2000 | |
| Goal | \$ 300,000 |
| Improvements | \$ 200,000 |
| Endowment | \$ 100,000 |
| Actual Expenditures/allotments | |
| Cost of improvements | \$ 283,000 |
| Endowment | \$ 100,000 |
| Total | \$ 383,000 |
| Raised: | |
| Donations and Pledges | \$ 308,050 |
| Outstanding pledges (up to date!) | \$ 12,725 |
| Cash/stock received | \$ 295,325 |
| Loan | \$ 56,000 |
| Subtotal | \$ 351,325 |
| Transfer from operating funds | \$ 10,675 |
| Investment income | \$ 7,000 |
| Gains on securities | \$ 14,000 |
| Subtotal | \$ 31,675 |
| Total | \$ 383,000 |

The following are those who so generously donated to CapCam2000. Although the listing has been double-checked for accuracy, we may have made mistakes. If we left your name off the list, or misspelled it, or put you on in error or have an incomplete name, we apologize. Thank you so much, everyone, for your great support. A listing of those who donated their time in helping build will be supplied by others who kept track of such.

| | |
|---------------|-----------------|
| Guy Acheson | Myron Buswell |
| James Alton | Lee Calahan |
| Anonymous | Walt Cannon |
| John Apps | Dick Carter |
| Imogen Berney | Paul Chelew |
| Boyce, John | Tom Christensen |
| Brandt, Bea | Roy Clark |
| Brown, Bee | Janet Clark |
| Wilbut Bullis | Glenn Cobb |

Donors to CapCam2000

(Continued)

| | |
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| Paul Meyer | Martin Michael |
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Tom Morris

Fallon folks: Dick Gadd, C. Walsh, Fritz, D. Walsh

Card Received at Air Sailing In August 2002

To Joe's Soaring Family,

We can never thank you enough. Joe is smiling. He'd love this. Please accept our donation to be used as you wish. (signed) Joe's family, Hank, Jan, Jake, Jolene Gularte (and cousins).

Badge and Record Camp in July

by Diane Clark

Just want to thank ASI for the great hospitality and use of the beautiful Clubhouse the week of July 15th. You are so lucky to have a great group of people hanging out. Diane Horn was great ground support and wing runner in the hot sun. Another member help me in my 102, handed me my shoulder harnesses, re-routed all my oxygen hookups, dug out my Tost ring from my land-out kit and graciously put it all back together for me while insisting that I relax.

All in all, our Portland group thoroughly enjoyed ourselves and had some terrific flying accomplishments and a few disappointments that only make us want to come back and try again next year. I've included some comments by the pilots who were in our small group.

Bob Duncan: Every year the Willamette Valley Soaring Club plans a safari to the far reaches of the earth. In previous years we have ventured to the Alvord Desert in search of premium soaring conditions but this year, Diane Clark convinced us to safari to Air Sailing just outside Reno, NV. Having endured the remoteness of the Alvord, we were glad to be going to a facility with running water, electricity, inside toilets and showers. Bill Granewich and I decided to take both our gliders, a Glasflugel Mosquito and DG-400 and spend a week at Air Sailing where we would alternate between flying the Mosquito and motor glider.

I took the DG the first day and set out for a 500k, out and return, to Mammoth Lake, due south of Minden. About half way down the Pine Nuts, I was met with a wall of smoke from two forest fires just east of Minden. I caught one thermal to 14,000 and did a flat glide through the smoke and struggled on to Mammoth Lake, arriving over the airport at 2,000 AGL and in sink. With blues skies 360 degrees and the day waning quickly, I had no choice but to reach for the "switch". I fired the Rotax up and motored home: no Diamond Distance today. Day Two developed with me taking the Mosquito around the local area from Dogskins down to the Nexrad radar station while Bill Granewich got acquainted with the DG. Day Three started out early with promises of super lift but quickly overdeveloped and squeezed all of us who were up, into a 2-3 mile area over around the field. By mid-afternoon, there were three walls of gray that were closing in from the east, south and west, accented with lightning. Soon there were 5-6 of us running together over Air Sailing, with a watchful eye on the impending storms. For a while it was fun, running around at 13,000' with a constant lift of 2-3kts threatening to suck you up into the clouds. I spied a flock of birds at 12,000' and approached them from behind. To my surprise, I had to do 60kts to keep up with them!!! When I got close, they turned and dove out of sight. By now a wall of rain was closing in from the west so everyone pulled the boards and headed in except Bill who elected to do an end run around the rain and hung out for an hour or so more. Day Four found me launching early in the DG for a Diamond Distance triangle from Air Sailing to Susanville, to Winnemucca and back. After 6.5 hrs in the cockpit and struggling with weak thermals spread miles apart accented with 2-3 isolated boomers, I did a flat glide across Pyramid Lake to grab my Diamond Distance. Meanwhile, Bill was struggling in the Mosquito to get his Gold Distance in the same air I had been sweating. The last day, Bill took off in the DG for his Diamond Distance and I followed a couple hours later in an effort to catch him. I lucked out and was able to make a run between the Nexrad station to Susanville, averaging over 100kts, often indicating better than 130kts ground speed.. We both arrived at the last turn point together but by then it was getting late so we both had to work dissipating lift on the last leg making it back with only a few feet to spare.

We certainly enjoyed our week at Air Sailing. In the evenings, Bill and I would venture to the local casinos for dinner and throw a few dollars on the green tables. Charlie Hayes was instrumental in helping us make those decisions one often is confronted with in a strange flying environment. As I indicated, it was nice to have the convenience of the facilities to include a brand new Bathhouse and Clubhouse. We all took Charlie and Rosemary out for dinner one evening and then Charlie and his wife treated us to a cook-out at the field our last night there. A great place to soar and for us gamblers, the craps tables are just 20 minutes away!!!

Bill Jackson: I attempted my Gold Distance badge just about every day and it eluded me each time but I managed to go farther out each day. My head can't take anymore banging on the canopy from those booming thermals.

Dave Kuchenbecker: I had a great time at Air Sailing. Too bad there is not a hot tub there, then it would be perfect. I got my Silver/Gold Duration and made 3 attempts at the 300k. Probably my most memorable flight was my low save at Flanagan Dry Lake. What a great confidence builder that was.

(continued on the next page)

Bill Granewich: The Badge Lady has confirmed my flights... all Silvers, all Golds and Diamond Goal and Distance.

Stuart De La Hunt: I flew VX (Libelle) to Gold Altitude and Distance during the first week. During the second week: I made an attempt at Sweetwater and return (Diamond Goal). I made Sweetwater and headed back. My last lift was at Silver Springs to 14,000'. I ended up low at Pond Peak (8500') and opted to land out on the dry lake at the south end of Pyramid Lake.

The lake bed didn't look too good so I landed on the shores of the Pyramid Lake, straight in from 10nm with no pattern and a 15kt crosswind on final. It was a little tense but no damage (a few scratches). I called Charlie and a crew of 3 came out to assist in the retrieve. We carried the wings out 250yd and the fuselage could be rolled to the trailer. I flew VX a couple days later. Other than that, I could use a good day and a long flight to end the season. I always need just one more good day. I have my Silver Badge and these two flights finish the Gold which was Silver Springs - Flanigan - Tiger and return (Yo-yo). On my land-out, I left out all the details. I did head back to Tiger, but I was in 10kts down for a minute or so and looking at a headwind. I had lost ~4,000' crossing the interstate to Pond Peak and was nervous about that direction.

Diane: John and I didn't complete our Gold Distance tasks but flying at ASI is so rewarding. We can see the difference in our flying skills after spending a week there. Wish we were able to spend more time there. Maybe when the boys are baked and out of the oven we'll move to Reno. Can't wait for next summer! **Di**

Other camp attendees included: **Gary Cross, Roy Clark, Dave Melton, Eric Norris, Doug Padrick and John Boyce**

Nevada Soaring Association Recognizes Members Achievements for 2002

by Bob Spielman

Owl – Our chief tow pilot for running a fantastic tow program, taking care of the Scout, scheduling and checking out new tow pilots, and spending more than his share of towing. He also made the most tows. A big thank you!

Duration Award: First: OSPREY: ASI to Bishop in 7.5 hours! Tied for second: Paul Ratzlsaff from MSP: 5.5 hours and Owl: 5.5 hours (Silver and Gold Duration).

Distance Award: A three way tie: CONDOR, KESTREL and OWL: 300k (200sm). Condor and Kestrel from ASI to Bishop and Owl from ASI to Lobdell Lake and return in a 1-26.

Altitude: First: CHUKAR: 30,000' in wave at Minden.

For the Most Instruction and BFRs: Eagle (only 10% of his flights were solo). Bravo and thank you!

Sod Buster Award: for most off field landings: OSPREY (in an alfalfa field at Big Pine and in a field in Palomino Valley).

Almost Made It Home Award: for the pilot who lands out the shortest distance from the home port: OSPREY who landed in a field in Palomino Valley east of the Pyramid Hiway.

Downed Ducking Award: for the pilot who makes his first unplanned, off field landing: SNOOPY who landed at Nevada Flyers in a severe crosswind.

Reminder to all pilots: we have a board in the new trailer on which we track notable flights throughout the year. Pilots post their own flights.

Air Sailing Member Lori Brand – 1958-2002

Lori Brand, 44, died quietly in her sleep on August 12, 2002 in Portland, Oregon after suffering health problems during the past year. Lori was active in the Civil Air Patrol and taught soaring to the young Cadets. She was an active pilot with the Willamette Valley Soaring Club. She enjoyed many happy hours in her own Blanik L33 in Oregon and at Air Sailing.

Born in San Francisco, Lori graduated from San Jose State College while at the same time earning many pilot ratings up through her ATP. She worked for the FAA Flight Standards Office as a Flight Safety Inspector. As an instructor for the National Rifle Association Lori instructed many women in fire arms safety and self-defense. She was also very active with the Women Soaring Pilots Association, the 99s and Women in Aviation, International.



The 2002 Silent Auction at the Annual Banquet Raised Over \$11,000!

Chairs Jennifer Presley and Steve Smith Add Up Fred Fricke's winnings

Jeff White Shows Off His Winning Hat

Air Sailing Genesis – From Our Albums with Thanks to Norma Burnette

From a 1967 "West Wind" by Richard W. Brune

"There are things happening in Nevada in connection with soaring with Nevada but none of them are very good. On Saturday, April 19, a group of local pilots and students went out to Rabbit Dry Lake to fly. Before the day was over an employee of the local transportation company (car and tire testing)... They even threatened to charge a t a rate of \$50 per day per plane. Ed Blalock persuaded them to let us finish out the weekend anyway. The flying was pretty good...and one lucky guy.. caught a wave, good for 22,000 ASL over Minden

Marcel Godinat has been trying to get the new management of Carson City Airport interested in glider towing since the Wave Camp. Arrangements were nearly complete before that fell through too... They purchased a tow hitch and were about to install it on a 182 when they discovered their insurance costs would be too high...There is a possibility that they will acquire a Super Cub by the end of May. There are more willing to pay the insurance fee on it.

I visited Marty Kronberg at Minden a couple of weeks ago and asked him to see if Ag Aviation might be interested in undertaking a towing operation... they have all of their aircraft heavily tied up in their instructing program.

Several hardy souls went out in the desert looking for other places to fly... a dry lake north and east of Winnemucca Lake...all 8 miles of good ridge. Only trouble is, it's about 70 miles out. Believe it or not, some are talking seriously of checking it out this weekend...." Look for more "Historical Highlights" in future newsletters. Ed

My Soaring Adventure By Peggy Loeffler

What would it take to lure a born-and-bred New England girl away from the lush green hills of northwest Connecticut to travel to the hot Nevada desert in the middle of July? I got a persistent invitation to soar from a friend, so on July 13th I had a window seat on a United Airlines 767 headed west, leaving behind my job and my husband and two boys and all their summer activities for nine days. I wondered what to expect: would I be able to tolerate the heat and altitude? Also, how well and how quickly would I learn how to fly gliders?

From the moment I stepped off the plane in Reno and caught the scent of sagebrush dampened by a passing storm, I knew I was far from home! In the next week, I began to appreciate the desert and its unique beauty. I found I didn't mind the sweaty work of pushing and pulling gliders in the hot midday sun, followed by cooling evening breezes. I grew to love the surrounding brown hills and red rock ridges, and the dark storms passing through with spectacular displays of lightning. Living in a dusty trailer at the airport, I shared many meals and stories with the other pilots. And with Mark Montague as my patient and skilled instructor, I began my new challenge to learn to fly gliders.

Staying close to the field, I learned take-off and tow procedures, rope breaks and emergency procedures, and practiced precise landings. We flew for three days in the Schweizer 2-33 dual trainer. On the fourth day, I soloed, and the next day I transitioned to the single seat 1-26. What a thrill, to be alone in the sky searching for thermals to keep my little glider aloft, with a view of Lake Pyramid and the 8000' brown peaks of the Sierras just below me!

The sign-off from Mark in my logbook to solo records one of my proudest aviation achievements. My friend planned well—I'm hooked on gliding, and can't wait to return to the desert and refine my soaring skills!

Donor Name

Norma Burnette
 Dick Carter
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 Dave Cunningham
 Dave Cunningham
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 Bob Stallings
 Bob Stallings
 Bob Stallings
 James M. Strong
 Pam Sutton
 Pam Sutton
 Dale Thompson
 Dale Thompson
 Dale Thompson
 David Volkmann
 David Volkmann
 David Volkmann
 David Volkmann
 David Volkmann
 David Volkmann
 David Volkmann
 Rick Walters
 Ty White
 Air Sailing
 Air Sailing
 Air Sailing

Item Description

Cookies
 Grey water caddy
 Sturdy tie downs
 One hour flight SF in SGS 1-26
 One hour flight SF in Citabria
 Wings instruction
 A-14 Dilute Demand Oxygen Regulator
 Photo of sunset at Air Sailing
 Photo of sunset at Air Sailing
 Pizza dinner
 PVS services credit of \$800
 PVS services credit of \$800
 Turquoise & silver & glass bead earrings
 Glass cherry earrings
 PVS services credit of \$800
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 Glider Pin
 Schweizer memorabilia
 Biennial flight Review in Grob
 Introductory lesson in Grobe
 Hand coiled Pot
 Azurite necklace
 Pearl necklace
 Sport's handheld radio
 Delta Airline buddy pass
 ASI Tshirt
 ASI Tshirt
 ASI Tshirt
 ASI Tshirt
 ASI Tshirt
 ASI Tshirt
 Framed black and white photo
 Catered dinner for 6
 Assortment of paperback books
 Helmut Reichmann's "Cross Country..."
 Helmut Reichmann "Flying Sailplanes"
 Soaring Books library
 Home Trends water fountain
 Pump Sprayer & ASI 2000 video
 Sailing day on the bay
 Enchanted Barograph
 Basket & planters & bicycle poster
 Pair of 3 ton professional jack stands
 Motorboat day
 Sailing day on Lake Tahoe
 Flight computer
 2 nights at Tahoe Condo
 ASI glider hat
 ASI glider hat
 ASI glider hat

Buyer Name

Mike Green
 Jennifer Presley
 Pam Sutton
 Bob Kuykendall
 Charlie Leu
 Neita Montague
 Bob Spielman
 Jim Hamilton
 Bob Kuykendall
 David Volkmann
 Terry Duncan
 Charlie Leu
 Rolf Peterson
 Lisa Lyons
 Rick Walters
 Lisa Lyons
 Ed Lord
 David Volkmann
 Rick Walters
 Ed Lord
 Neita Montague
 Rick Walters
 Rosemary Hayes
 Neita Montague
 Lisa Lyons
 Eric Norris
 Terry Duncan
 Neita Montague
 Fred Fricke
 Rolf Peterson
 David Volkmann
 Terry Duncan
 Jeff Ascarte
 Mike Green
 Jim Hamilton
 Ed Lord
 Bob McKay
 Ty White
 Ruben Zelwer
 Jennifer Presley
 Anne Buckley
 Nancy McKay
 Bob Kuykendall
 Eric Norris
 Eric Norris
 Jeff Ascarte
 JimHamilton
 Tom & Jody Morris
 Eric Norris
 Jennifer Presley
 Pam Sutton
 Rick Walters
 Ty White
 Eric Norris
 Charlie Hayes
 Fred Fricke
 David Volkmann
 Jeff White

Landing At Amedee, or My, What Big Guns You Have

By John Koehm

On Wednesday and Thursday of our recent safari we could do nothing wrong. Abundant thermals with strong lift to 17,999 feet made the flights from Gerlach to Cedarville and from Cedarville to Susanville surprisingly stress free. Friday morning, however, brought a high overcast in the Honey Lake Valley that suppressed the thermal lift and enhanced our challenges. Condor, Owl and Donna, Buzzard, and I often found ourselves in the same weak thermals wondering what to do next. Eventually Owl and Condor headed back to Susanville and Buzzard and I headed for the east side of the valley where a little bit of sunshine remained. I limped down to a peak designated 7650 on the map and spent a miserable half hour getting no higher than 8,300 feet. I left the mountain low in the direction of Herlong, but did not have the altitude to make it.

I knew Amedee Airfield was nearby at the Sierra Army Depot and that this was a restricted military field. However, we all know we can land there in an emergency, right? I called the tower frequency and requested permission to land....Nobody home. I then repeated my intention to land and kept any potential traffic apprised of my position in the pattern. After landing I radioed Chukar who was flying Club Tow and told him I had landed at Amedee. I could hear the wheels spinning in his head as he weighed the possibilities of sneaking in and towing me out before the M.P.'s showed up. After a few seconds of contemplation, Chukar shouted out with boyish glee, "By golly, I'm going to do it!"

When Chukar landed I saw a large chunk of sagebrush caught in the end of the tow rope and I ripped at it as fast as I could because we both knew that the M.P.'s would be there soon. When I got rid of the sagebrush I saw that the tow ring was gone: only a pathetic looking loop on the end of the rope. With Chukar excitedly yelling, "Hurry up! Here they come!! Here they come!!" in the background, I fumbled and attached the rope to the tow hook on my bird. When I tested it, the knot fell apart. With Chukar still yelling impatiently I tried to remember how to tie a bowline. Let's see...the squirrel went around the tree and into the hole? Or was it a rabbit? I never could remember. Just then I heard the Scout go to full power and the rope jerked out of my hands. Through the cockpit radio I heard Chukar shout, "I'm leaving you, Osprey!!" The Scout leapt into the air as fast as the Scout can leap.

In the next instant the welcoming party arrived. Five pickup trucks full of M.P.'s, some in full camo and carrying automatic weapons, pulled up from different directions. Most of these guys were three times as big as me and six times as strong. And, they DID NOT SMILE. Judging from the expressions on their faces, you would have thought that I had just made love to their younger sister. Those of you that were on the safari will remember how impressed we were with the thoroughness of the ground crew in Susanville, meeting us on the runway and escorting us around. Believe me, they don't hold a candle to the Amedee boys. The Amedee crew surrounded the bird and me with automatic weapons to protect us from all evil. They even searched the plane. "Hey, if you are looking for the cookies, you're too late. I already ate them." No sense of humor. But it was their curiosity that was unsurpassed. They wanted to know everything about me, why I was in the area, why I landed there, who was this Nevada Soaring Association, and who the hell was that guy that just took off? After placing armed guards around my aircraft, they put me in a truck and gave me a complimentary tour of the base, stopping at the security office at headquarters. There they interrogated me thoroughly and had me write a complete statement of the incident. They also wanted me to tell them everything I knew about that guy in the Scout. Sorry, Chukar, I squealed under pressure. After an hour of this they finally decided that I was not the radical Muslim that I appeared to be and returned me to the airfield. I called Chukar who returned to the field and took his position in the interrogation spotlight for a few minutes. When Chukar flashed his military ID with the rank of Lt. Col., the mood became more relaxed. Fortunately the officers were soon satisfied and gave us permission to leave. The whole time I was at Amedee a large thunderstorm was forming in the area and Chukar towed me toward the storm to join Eagle and Buzzard at the Herlong landing strip. As it turned out, this was the scariest landing of my flying career, but that is another story...

Osprey

Odds and Sods

ASI's annual Spring Maintenance Party will have a whole new agenda...while keeping old familiar items.

Questions, ideas, dreams: contact Dale Thompson: dale@sinewave.com

To motivate and encourage young people re: aviation, FAI (Federation Aeronautique Internationale) and NA, FAA, NASA, NASAO and other organizations and schools have extended an invitation to these age groups: 6-9, 10-13, 14-17, to submit original artwork with this theme: "Celebrating 100 Years of Powered Flight." For more details contact Bernald Smith at bernal@juggernaut.com

The following circulars are available in the Clubhouse, at www.airsailing.org or by request from drvolkmann@charter.net: Air Sailing Gliderport Operating Rules and Policies, Traffic Advisory Practices, Air Sailing Gliderport and Air Sailing Gliderport Operations Map.

2003 Calendar

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|---------------------|--|------------------------|--------------|
| March 15 | Trustees Meeting | David Volkmann | 775 787-3197 |
| April 26 | Spring Maintenance Party | Dale Thompson | 510 223-4259 |
| June 2 - 6 | NSA Spring Safari | Jim Hays | 775 972-8960 |
| TBA | PASCO League Contest | Jim Alton | 925 355-9289 |
| June 16-20 | Thermaling Camp | Rolf Peterson | 925 447-5620 |
| June 22-27 | Cross Country Camp | Chad Moore | 831 636-6864 |
| June 29-July 5 | Sports Class Contest | Mike Green | 925 254-0609 |
| July 4-6 | 4 th of July Family Weekend | Charlie/Rosemary Hayes | 775 475-2529 |
| July 14 -18 | NSA Summer Safari | Vern Frye | 775 825-1125 |
| July 26 – August 30 | Badge and Record Camp #2 | Charlie Hayes | 775 475-2529 |
| August 9-10 | Gerlach Dash (5th Annual) | Vern Frye | 775 825-1125 |
| TBA | Trustees Meeting | David Volkmann | 775 787-3197 |
| TBA | Annual Awards Banquet | Jennifer Presley | 408 966-2932 |

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

Remember, we all wear hats at Air Sailing, so please use fill-in flash for all photos.

AIR SAILING NEWS

41600 Marigold Drive
Fremont, CA 94539

