

## Highlights of March 15 Meeting ASI Board of Trustees

- The Trustees authorized purchase of an ASI-owned towplane, preferably a Pawnee; Jim Hays will organize ASI tow service; Palomino Valley Soaring will not be providing tow service at Air Sailing after April
- The Maintenance Committee is developing a comprehensive plan for maintenance of all facilities at the Gliderport.
- Expenditure of up to \$11,600 for major maintenance of runway 17/35 and minor maintenance of runway 3R/21L was approved.
- Additional tie-down lines are in the works.
- The purchase of new picnic tables was approved.
- A professional cleaning service has been retained to clean the Bathhouse and Clubhouse facilities.
- A Youth Program proposed by Jim Hays for JROTC and Scouts to be coordinated with NSA was approved

## Annual Spring Maintenance Party Saturday, April 26

Our first work party of the season is again scheduled to be held on a warm and sunny weekend.

Here is your opportunity to enjoy a few hours of good company and sunshine, as well as help your Gliderport get spiffed up for the 2003 soaring season. Lunch will be provided.

Please send Dale any items that you know will need attention. A composite to-do list will be sent out by e-mail in early April. There is need this year for team leaders in several areas: house cleaning for the two new buildings, hangar clean up and spring-cleaning of the ASI travel trailers. Volunteer now and avoid the rush!

So get out your 2003 calendar and BOLDLY mark this weekend. Questions, ideas, dreams? Contact Dale Thompson at [dale@sinewave.com](mailto:dale@sinewave.com)

## President's Corner

By David Volkmann

### ASI Tow

Jim Hays and Bob Spielman have spearheaded our search for a suitable ASI Tow to replace the departing PVS Tow. A 260-hp Pawnee in Texas looked very good after initial inquiries and telephone interviews with the owner, but upon pre-purchase inspection the engine was discovered not to have flown in years and each cylinder's compression was unacceptably low, probably as a result of this inactivity; our team declined to purchase the aircraft. Right now, a 235-hp Pawnee in Wisconsin looks pretty good so Jim is headed that way for another pre-purchase inspection. Jim and Bob have both put tremendous effort, as well as their precious time and money, into this endeavor and for this we are very thankful. See elsewhere in this newsletter for their ASI Tow search details.

### Palomino Valley Soaring

Charlie and Rosemary Hayes are relocating their business to South Lake Tahoe at the end of April where they will continue to offer glider rides and instruction. I want to thank Charlie and Rosemary for their continued support of Air Sailing and to wish them the very best in life and business as they embark on their new adventure. Both will be missed but not forgotten, as they will remain in the Reno/Tahoe area and undoubtedly be heard on the radio and seen at the Gliderport when they visit.

### Clubhouse and Bathhouse Facilities

Our new Clubhouse and Bathhouse facilities weathered the great windstorm of December 2002 without any problem. Water service will be restored to the Clubhouse in mid-April. Air Sailing has engaged a local cleaning services company to clean both facilities on the second Tuesday of the month during the off-season (continued on page 4)

**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 or [neitalibelle@aol.com](mailto:neitalibelle@aol.com)  
**Air Sailing, Inc.**, a 501(c)(3) corporation, owns and operates Air Sailing Gliderport exclusively for scientific and educational purposes.

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<b>Standing Committees</b>	<b>Chair</b>				
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Tow Plane Operations:	Jim Hays
Operations:	Steve Smith
Hangar and Tie Downs:	David Volkmann
Web Master:	Pam Sutton

**Nevada Soaring Association** is the club operating at Air Sailing Gliderport. Besides low-cost soaring for members, the club also provides introductory rides, instruction, two cross-country safaris, a guest membership program, and sponsors The Gerlach Dash. Contact: Vern Frye at 2240 Saddle Ridge Court, Reno, Nevada 89509, 775-825-1125 (phone), 775-843-7806 (cell) or at [nsawebiste.freesevers.com](http://nsawebiste.freesevers.com).

**Palomino Valley Soaring** is the commercial glider operation operating at Air Sailing Gliderport offering flight instruction, BFRs, proficiency checks, rentals, and dual cross-country instruction. Contact Charlie Hayes at 775-475-2440 (phone), [info@soar-palomino.com](mailto:info@soar-palomino.com) or [soar-palomino.com](http://soar-palomino.com).

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

<b>Ty White</b>		\$ 35.00
<b>2003 Membership</b>	Donation (Tax Deductible)	+
<b>41600 Marigold Drive</b>	<b>TOTAL</b>	_____
<b>Fremont, CA 94539</b>		

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

## A New Sports Class Contest

By Mike Green

This year we are returning to the roots of the Sports Class Contest (SCC) that Carl Herold started in 1980 at Air Sailing; this will make it an “old” kind of contest. One of Carl's objectives was to provide a venue where the novice pilot could learn how to safely fly a contest. We are returning to that idea.

The ASI 2003 SCC is a five-day contest, scheduled for June 30 through July 5, which will include one rest day and a practice day on June 29. For the novice, there is an additional practice day available on Saturday the 28<sup>th</sup> when experienced contest pilots will be on hand to assist the novice by answering questions, helping with instrumentation, providing area familiarity, etc. Each contest day will include a short ground school and a debriefing of the day's flying. Mentors will also be available throughout the contest. Preferential entry will be given to the lowest ranked pilots, so entrants without contest experience receive the highest entry rank.

This will be the 24th Annual Air Sailing Sports Class Contest. Registration forms, contest rules, pilot requirements, etc. are available at the SSA website ([ssa.org/contests](http://ssa.org/contests)) and additional information may also be found at the Air Sailing website ([airsailing.org/events2003.html](http://airsailing.org/events2003.html)). Note that the annual Air Sailing Cross-Country Camp takes place the week preceding the contest.

This is a very friendly contest. There will be barbecues at the Gliderport each evening. And remember that Pyramid Lake is but 15 minutes away for the family or for evening swims. The Awards Banquet on Saturday evening, the 5<sup>th</sup>, will include skits by pilots, children, friends and family; it's one of the highlights of the contest week.

Mike Green and Bob Klemmenson, winners of the 2002 Sports Class Contest, will be running the 2003 event and have applied to the SSA to increase the number of possible competitors to 25.

If you have ideas, questions, want to help, or want to enter, contact Mike Green at 925-254-0609 (phone) or [mgorrila@attbi.com](mailto:mgorrila@attbi.com).

## Join Us On Safari: Off to Bishop!

By Jim Hays

The NSA Bishop Safari is scheduled for June 2 through June 6 this year. A brief for those soaring down will be held at 9 AM in the clubhouse, on the first day. The Scout will accompany us for cross-country support as well as tows in Bishop. A well-equipped ground party will accompany us, and some gliders will be trailered as well.

Our objective is to provide the infrastructure for a safe cross-country flight to Bishop and return, and three days of soaring based at Bishop. We have reserved a clean, inexpensive motel (about \$30 per night per person), and there are a number of other motels available. The soaring is typically outstanding, and there is plenty to do and see in the area for those not soaring.

The whole safari and especially Bishop make for a great outing for family and friends. We invite all of you to join us.

Signing up for the Safari requires a \$100 deposit for the operations (tow) fund. Tows and relights are paid out of this fund. Any retrieves are paid individually as well as rooms, meals, and other personal expenses. At the conclusion of the Safari any operational expenses in excess of the advance fund will be divided among the participants. Last year there were none. The excess operational funds were allocated to the Club Tow Maintenance Fund. The \$100 fee will be collected at the brief; cash only, please.

Advance reservations must be made with Jim Hays at 775-972-8960 (phone) or e-mail [jimhays@charter.net](mailto:jimhays@charter.net) for further details.



On The Bishop Safari 2002

John Koehm

## **President's Corner** (continued from page one)

and weekly (schedule to be determined) during the flying season. We can adjust these schedules as required and as we learn more about our cleaning requirements this year. Every Member can help keep our facilities enjoyable for others by leaving the Clubhouse and Bathhouse facilities cleaner than how you found it.

### **Air Sailing Travel Trailers**

A new Internet-based reservation request system has been developed for Members to reserve Air Sailing's seven small travel trailers for daily or weekly use at the Gliderport. For those Members without Internet access, reservation requests may also be made by telephone or by mail. Visit our website at [airsailing.org](http://airsailing.org) to access the system. This system lists our travel trailers and displays the amenities, the number of beds, and prices for each. The list provides links to each individual trailer, which feature interior and exterior photographs and a link to the trailer's availability calendar. Dates for which a trailer has been reserved are marked with an X; dates for which a trailer is available are blank. The availability calendar contains a link to a reservation request form that e-mails your pertinent information (e.g., name, arrival and departure dates, trailer requested, etc.) to the reservation request manager, who then confirms your reservation by return e-mail.

Each of Air Sailing's travel trailers comfortably sleeps one or two people. Check-in time is 4:00 P.M. and check-out time is 2:00 P.M. Each trailer has a simple arrival and departure procedure checklist. These travel trailers have no maid service, so each guest is asked to leave the trailer cleaner upon their departure than when they arrived. Also, we offer no bedding other than the mattress so guests must bring their own fitted sheets and sleeping bag or bedding supplies. Invoices are sent to guests quarterly.

### **Hangar and Tie Down Facilities**

Effective starting the second quarter of 2003, Air Sailing will increase the rates for hangar and tie down facilities at the Gliderport. While the new rates are a large percentage increase – approximately a 50% across-the-board increase – they are a nominal dollar amount increase and remain well below comparable rates at nearby facilities, reflecting an excellent value for our Membership. Furthermore, this will be the first across-the-board hangar and tie down rate increase in more than twelve years. In addition to this rate increase, there will be a new tie down rate for empty trailers of assembled or hangared gliders. In the past, empty trailers of assembled or hangared gliders could be tied down free of charge. Effective starting the second quarter of 2003, Air Sailing will charge for empty trailers of assembled or hangared gliders unless the empty trailer is stored on the designated long-term tie down line. The designated long-term tie down line for summer 2003 is the most westerly tie down line, west of the fuel truck. A new tie down line for aircraft has been constructed adjacent to the long-term trailer tie down line.

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## **ASI Tow Plane Adventures**

By Bob Spielman

On March 10th, Jim Hays and Bob Spielman flew on a Delta Airlines BuddyPass (thanks to Bob Stallings) to Oklahoma City, rented a car and drove to Quanah, Texas, a three-hour drive just over the border. We inspected a 1974 260-hp Pawnee with 480 engine-hours since major overhaul. The airframe had been stripped, repainted, and recovered; it was in beautiful shape. The metal wings had some cosmetic hail damage - not a real problem - but careful research revealed the airplane had flown only two hours in the last four years and cylinder compression was low at 68 when it should have been about 74 or better. Asking price was \$32,000. Since we were a little apprehensive about the engine, we didn't buy it. We stayed with Donna Hay's relatives in Quanah and came home the next day.

Pressing on, Jim located two other Pawnees, one in South Dakota and another in Wisconsin. The Pawnee in South Dakota sold before we could get there to look at it so we focused on the one in Wisconsin: 1450 engine-hours since major overhaul, 235-hp engine (which we think may be better for our towing operation), 700 engine-hours since top overhaul. As it's configured as an agricultural spray plane, we'd have to take the spray boom and pump off, but the hopper could be modified for storage. It was an average plane and the owner would take the first \$18,000 he was offered. A glider club from Florida was sending a mechanic to look at it and another party was coming too, so Bob bought it over the phone, sight unseen, and sent him the money.

Jim is going to fly it back - it's 1600 miles - and it will take him three days, cruising at about 110 mph and

consuming about 14 gallons per hour. The Pawnee holds only 36 gallons of fuel, so maximum range is only about 200 miles. We'll need to get a ferry permit since it is out of annual. Jim plans to go get it around the end of March. The Pawnee will be a terrific towplane for ASI. Stand by for further news!

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## 2003 Tow Pilot Schedule

by Jim Hays

**APRIL:** We will still operate under the off-season plan of having tow pilots assigned and standing by until noon on Wednesdays, Saturdays, and Sundays. Simply call or e-mail Jim Hays to activate. A tow pilot can be scheduled for any other day as well by calling Jim Hays in advance.

**MAY and SEPTEMBER:** Tow pilots will be on station at ASI on Wednesday, Saturday and Sunday, and on call every other day of the week by calling or e-mailing Jim Hays.

**JUNE, JULY, AUGUST:** Beginning Memorial Day Weekend in May and continuing through the summer, tow pilots will be on station at ASG daily. Two tow pilots will be assigned on Saturdays, Holidays, and event days.

**OCTOBER:** This month will begin the off-season schedule again.

Contact Jim Hays at [jimhays@charter.net](mailto:jimhays@charter.net), 775-972-8960 (home) or 775-530-2777 (cell) for questions and comments regarding the tow planes and pilots. Or contact Bob Spielman at 775-345-0410 (home) or 775-560-2406 (cell) as secondary contact, or Roger Harris 530-272-6354 (home) or 530-263-2734 (cell) as tertiary contact.

The monthly Tow Pilot Schedule will be e-mailed to all Members, as well as posted in the Clubhouse.

## Mid-Winter Notes

By Dale Thompson

The trees are trimmed! And thanks to the encouragement and generosity of many of you, the commercial trimmers, G & R Tree Services, out of Gardnerville, were on site for a bright, sunny and cool Tuesday and Wednesday.

The trees look great, and I am personally pleased with the results. The long-term plan should now include a major event like this about every five years...while we can always prune away a limb that is an "eye poker" or that is an evident problem. The budgeted amount for the tree trimming was \$4,000 and the bill came in at \$3,800.

Besides just hanging around and helping make decisions (e.g., "Yes, save all the bird nests!"), I stirred up breakfast for the five-person crew on Wednesday morning. I don't think anyone had ever done that for them before. While the days were very pleasant, temperatures at night were around 15° F. Brr. It certainly is nice having a warm, lighted Clubhouse and Bathrooms. Wednesday brought out six or eight NSA members for their regular mid-week gathering. They did 16 tows, and the last launch of the day sent Greg Ricketts (the boss man of the tree services) off for an introductory glider ride with Jim Hays in his Blanik. Greg came back with a mile-wide grin.



**Dave Hubberts** soloed in a 2-33 in January. His instructor was Vern Frye. Dave is a pilot with Desert Research Institute and flies a Cessna 340 seeding clouds over Nevada to increase precipitation. Dave is also a CFI and will be taking the CFI-G test soon.

## Air Sailing Survey

By Pam Sutton

Thanks to everyone who took the ASI Survey. We received sixty responses and appreciate the creative ideas and thoughtfulness they embodied. Your responses will help develop the Long-Range Plan, so if you haven't already taken the survey, why don't you do so now? Look for the Survey Results on the ASI website in April.

## One More K – 501Km in a 1-34

by Nick Thomas

Al MacDonald was ready to launch before me, but graciously offered to let me be wind dummy<sup>1</sup>. Today, this is fine with me; I should have started an hour ago. For what I have in mind I must start by noon.

I pin off<sup>2</sup> low because I want to start at Johnson Lane. I have planned to just make 500k. Unable to get high in the valley, I move to the Pine Nuts using commitment rather than altitude.

As I come in low on Siegal, there is Al, who had launched after me. Two turns to get higher than the hill and he is over the back and on his way. This display of superior performance leaves me thinking of the ant singing, "He had high hopes..." I stay and get comfortably high so I can look around. At Desert Creek I vacillate over which route to take, costing me another precious half hour.

But Patterson is booming, Potato Peak yields 17,999' and shortly I find myself gliding past Mono Lake. A little climb at Black Lake, and I am rushing towards Boundary Peak and the mythic "Whites".

Atop the Whites, the view is tremendous, and the lift band lives up to its reputation. No turning. I am either at the top of the green arc, or pointed straight up at the sky. Procedure Alpha<sup>3</sup> keeps me informed of the onrush of hot dog glider pilots now starting north, going home. Mid-air is an increasing concern as the cloud base progressively lowers the more south I go. This constricts our narrow expressway from the top down, increasing my speed. I feel spit out as I pass Bishop and into the Inyos.

I have caught up to my schedule, but there is little room for any more mistakes. At best I will make the turn point at four o'clock, my deadline to give up and land at Bishop. When the Waucoba turnpoint is only a few miles away, the last glider passes me going home. I am officially bringing up the rear. No problem, I expected this.

However the virga over the turnpoint and freefall from the associated sink was from way out of left field after just having an over abundance of lift minutes before. I could have run in there and snapped a quick picture, but nooooo, I look for lift. Instead of climbing, I end up running away from the turnpoint with my tail between my legs to Mazorka and beg for a climb rate from the towers. This becomes my prison long enough for me to hear everybody leave the Whites. This is a little reminder I am, again, falling behind schedule. The struggle at the towers produces the altitude I originally had when I came into this hole a half hour ago. And now I can run for the sector and snap two quickies.

Many a hang glider has been pinned<sup>4</sup> to the top of the Whites, but landing up here in a sailplane is something I would never live down and the aggressive move for the photo has me pondering this ugly possibility. I will myself to MAKE THE VALLEY APPEAR. Did I get out with superior skill or with the power of my Mantra? Get real. A good pilot would never let this happen in the first place. Let the humbling begin, I am going home.

I point at unforgiving Black Mountain, not caring how low I arrive. She and I are old friends, and though she has tumbled hang gliders and collapsed paragliders, she spearheads the rush of lift that is the White Mountains, and I must get there quickly.

Black delivers me to the Whites and soon I am back at the top of the green arc. I try to call positions, but the battery is dead. Either Procedure Alpha or begging for lift reports killed it. On goes the Ham radio. I hear Jim Herd in his sailplane and a guy named Rex in his hang glider. As I top out Boundary, Rex and his wife are arranging a pleasant landing near a tree and a creek, but my Odyssey is just beginning, and I shift gears just in time. This is not a game to lose in overtime.

I point at Lee Vining with the gentleness the time of day deserves, in contrast to minutes before where I was running the Whites with the stick full forward. Most are home and changing to the field frequency; I have only the sun to race.

The vario tells me what lies ahead is not going to be easy, but I am glad to be here and to have a shot at the challenge. As late as the day is, I still lean towards altitude rather than speed. If I am up, I at least have a chance. I crawl across Mono Lake, and summon all the patience in the world to get up on the other side, but I am not ever going to get high enough for comfort. So I might as well glide into the south side of Patterson and have a look before falling into Bridgeport in defeat.

I call Jim to say that Bridgeport is my alternate. It is obvious he is shocked I am out there this late with no crew. But the real faux pas is hoodwinking a friend like him into giving a damn after my being a screw up. I have reached down into the most selfish bag of tricks there is for a cross-country clown like me who is losing daylight. But contact with Jim gives me heart. My slow climb out paces my drift. Suddenly, I know just when to cross under Patterson. I don't look back at Bridgeport, but feel it disappear.

Jim has found a tow pilot who has not gone home yet! But where to send him? Maybe he should come up to Lobdell Lake and look for wreckage. Why do they always want the facts at the most awkward of times?

I make the next valley appear. The fields around Walker offer at least a safe landing. I find a north-facing bowl and begin a slow climb. To calm down I pretend I've just taken off and I am only enjoying an evening flight. Tow pilot, Mike More from Minden, has a ham radio now and I tell him "10,000' and climbing". I don't have Rosachi made, but I HAVE to make it! Mike understands and heads there.

While I fight off the fear of not getting this last climb, the altitude for Rosachi finally arrives; I head that way. The emotional release of making 500k gives me time to think about all the little things that are adding up: if I had pinned off at the Frog Pond instead Johnson Lane, my making Rosachi would now only total 499km. Talking to Jim gave me the heart to go on. Rounding this turnpoint was the most difficult task I have ever experienced.

Rosachi feels good as I arrive; the whole valley is lifting off and I can't find sink. However it is lonely down there. The details for a badge are like a house of cards. I fear no one will see me land and my documentation will fail! Elation turns to despair. I try the dead aircraft radio. Mike in 31 Lima hears me try! A few clicks for "Yes" and "No" and he dives into Rosachi. Hearing his voice lets me know I am in the hands of a pro. He gives me wind info and I hurry on down for the all important signature.

I feel good, but not victorious. I have been beaten to a pulp and humbled in ways only the Great Basin can humble one who plans close to the limits of aircraft and skills. I don't remember the tow home, but somehow I got tied down and back for dinner where I faced the question: "Honey, what did you do today?"

<sup>1</sup>Wind dummy: the person who goes first and quite often finds out there is not enough lift. Soaring is full of smart people, because they offer to go second.

<sup>2</sup>Pin off: to release from the towplane confident the thermal is big enough.

<sup>3</sup>Procedure Alpha: a radio procedure for the White Mountains. A dedicated frequency which demands participation so we don't run into each other in this high speed autobahn of lift.

<sup>4</sup>Pinned into place by wind: like the litter of a shopping bag against the wall. This can happen to low performance soaring aircraft by underestimating the winds or overestimating the penetration capabilities of the aircraft. A Gomer like me can make both mistakes at once.

### **Insurance Requirements for Aircraft Operating at Air Sailing Gliderport**

All pilots and all owners of aircraft operating at the Air Sailing Gliderport continue to be required to provide proof of acceptable aircraft insurance for the 2003 soaring season. Acceptable aircraft insurance is current and valid owned-aircraft insurance and/or current and valid non-owned aircraft insurance with coverage in the amounts of \$100,000 minimum per person or per passenger bodily injury liability, \$1 Million minimum property damage liability, and \$1 Million minimum each accident or occurrence, or otherwise mutually acceptable aircraft insurance.

Proof of acceptable aircraft insurance is an original or copy of the policy coverage summary page and pilot(s) endorsement(s) showing the named insured(s) or an original or copy of a certificate of insurance showing the named insured(s), or otherwise mutually acceptable proof of insurance, in the pilot's physical possession or readily accessible in the aircraft.

Obviously, Air Sailing must provide an exemption from this requirement for land outs and other transient pilots and aircraft, but these pilots and owners should be made aware of the requirement for future reference. For questions or comments please contact David Volkmann at [drvolkmann@charter.net](mailto:drvolkmann@charter.net) or 775-787-3197.

## **Historical Highlights with thanks to Norma Burnette for keeping the Archives**

Letter from Charles D. Glattley - July 6, 1979

I have been noting with special interested the discussion of permanent soaring sites which have been in the last two issues of WEST WIND. You, of course, know that this has been for many years a prime problem at Reno... (We have) applied to the Bureau of Land Management for the purchase of approximately 520 acres of BLM land. This would be in the shape of a runway two miles long in one direction and a mile and a half long in another direction, all in blocks of 40 acres.

Bob McGehee went over thoroughly all of the BLM maps surrounding this area and the closest, most feasible, area available is located approximately ten miles north of Sky Ranch Airport on the Sparks-Pyramid Lake Highway....

We have also succeeded in getting the National Championship Air Races interested in this project, as they have had their eyes open for a permanent spot on which to hold their yearly races. They have appointed a committee to investigate the possibilities.

The project is in its initial stage, and above is about all the information I have at the present time. A great deal of thought has to go into a method of financing this project and the type of entity to hold title thereto. I will be checking in with you again soon.”

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## **Traffic Advisories at Air Sailing Gliderport**

From Chapter Four of the Aeronautical Information Manual:

**Airport Operations Without Operating Control Tower:** (4-1-9-a-1) “There is no substitute for alertness while in the vicinity of an airport. It is essential that pilots be alert and look for other traffic and exchange traffic information when approaching or departing an airport without an operating control tower. This is of particular importance since other aircraft may not have communication capability or, in some cases, pilots may not communicate their presence or intentions when operating into or out of such airports. To achieve the greatest degree of safety, it is essential that all radio-equipped aircraft transmit/receive on a common frequency identified for the purpose of airport advisories.”

**Communicating on a Common Frequency:** (4-1-9-b-1) “The key to communicating at an airport without an operating control tower is selection of the correct common frequency. The acronym CTAF, which stands for Common Traffic Advisory Frequency, is synonymous with this program. A CTAF is a frequency designated for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, MULTICOM, FSS, or tower frequency and is identified in appropriate aeronautical publications.”

**Recommended Traffic Advisory Procedures:** (4-1-9-c-1) “Pilots of inbound traffic should monitor and communicate as appropriate on the designated CTAF from 10 miles to landing. Pilots of departing aircraft should monitor/communicate on the appropriate frequency from start-up, during taxi, and until 10 miles from the airport unless the CFR's or local procedures require otherwise.” (4-1-9-c-2) “Pilots of aircraft conducting other than arriving or departing operations at altitudes normally used by arriving and departing aircraft should monitor/communicate on the appropriate frequency while within 10 miles of the airport unless required to do otherwise by the CFR's or local procedures. Such operations include parachute jumping/dropping, en route, practicing maneuvers, etc.”

**Local Procedures for Air Sailing Gliderport:** Pilots of aircraft arriving or departing Air Sailing Gliderport, or conducting other than arriving or departing operations below 7000' MSL, should monitor and communicate as appropriate on CTAF MULTICOM frequency 122.90 MHz within 10 miles of the Gliderport unless required to do otherwise by the CFR's. Pilots of aircraft arriving or departing Air Sailing Gliderport should obtain the current information from Reno ATIS frequency 135.8 MHz for local NOTAMs and the active runways at Reno/Tahoe International Airport.

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**Welcome to new members joining since September: Jack Greening of Claremont, CA; Tim Traynor of Pullman, WA; and Bob Wander of Minneapolis, MN.**

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**Tying down before a stroll to a Bed and Breakfast  
Sierraville, CA, Summer 2002**

**Donna and Jim Hays imprint future glider pilots**



## **Odds and Sods**

Bob Dwyer has applied to Albertson's for a Preferred Savings Card for Air Sailing. ASI members and guests need only give the ASI hangar phone number (775-475-0225) to get discounts.

It takes a nominal ten minutes for the encoder part of your transponder to warm up so it can be read by ATC.

Flying Eagle Ranch Runways: beware of high posts at approach ends and at the intersection of runways and taxiways!

Inspiration for "I'm gonna wash that man right out of my hair" came from the fact that a crashed WWII troop glider was used as a nurses' shower.

NTSB Accident Report Website: [ntsb.gov/aviation/months](http://ntsb.gov/aviation/months)

**For Sale:** Long-sleeved ASI shirts (Thanks, Bob Stallings!) for sale. ASI hats for sale: see Neita Montague at ASI. Terra transponders for sale: TR-250, round hole, \$900, Bob Stallings: 775-848-7564. TX720S overhauled and yellow-tagged, \$700 with tray and harness and a second one without for \$450: Bob Spielman: 775-345-0410.

The following circulars are available in the Clubhouse, at [airsailing.org](http://airsailing.org) or by request from David at 775-787-3197 or [drvolkmann@charter.net](mailto:drvolkmann@charter.net): "Air Sailing Gliderport Operating Rules and Policies", "Traffic Advisory Practices", "Air Sailing Gliderport Operations Map", and "Air Sailing Tow Procedures".

Please do not tighten your glider trailer to the tie down cable so that the cable is raised in the air!

Airspeed, altitude or brains: two are always needed to successfully complete the flight.

## **PASCO League Region 11 South Contest Learn to Compete with a Mentor**

**May 12 – Avenal, CA - Contact Mario Crosina: [mcrosina@mindspring.com](mailto:mcrosina@mindspring.com)**

**June 15 – Minden-Tahoe Airport, NV - Contact Bill Reuland: [breuland@epri.com](mailto:breuland@epri.com)**

# 2003 Calendar

April 26	Spring Maintenance Party	Dale Thompson	510 223-4259
June 2 - 6	NSA Spring Safari	Jim Hays	775 972-8960
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 <sup>th</sup> 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	Charlie Hayes	775 475-2529
August 10-11	Gerlach Dash (5th Annual)	Vern Frye	775 825-1125
TBA	Annual Awards Banquet	Jennifer Presely	408 966-2932

*AIR SAILING NEWS Deadlines: June 30 for summer issue, August 31 for September issue, October 31 for Winter issue.*

## **AIR SAILING NEWS**

41600 Marigold Drive  
Fremont, CA 94539

