

President's Corner

Youth Soaring Participation Program
North Valley's High School Air Force JROTC Program
By David Volkmann

The Trustees of Air Sailing, in conjunction with Nevada Soaring Association, are very pleased to have invited North Valley's High School Air Force JROTC Program cadets to participate in our Youth Soaring Participation Program, funded by the Air Sailing Jim "Billy Goat" Hayes Memorial Scholarship Fund. In 2003, this Program offers cadets three activities: a Glider Orientation Presentation, opportunities for Cadet Volunteers, and eligibility for scholarship assistance in pursuit of an FAA Glider Pilot Rating.

During the Glider Orientation Presentation, cadets are instructed on glider pre-flight responsibilities, proper glider ground-handling techniques, gliderport traffic awareness, and the most basic principles of glider flight. Then the youths are treated to a short flight in a glider flown by an FAA-licensed pilot.

Continued on Page 3

Summer Soaring

ASI's summer program is begins this week. The Bishop Safari, just completed, brings tales of highs and lows: trailering on the first day and flights at 17,999' on the second. I hear of a cruise from the Whites across to the Sierra (15 nm) with only 500' lost and talk of flying north on the Whites for 25 miles without turning on the third day. Rumors are of Badge (Diamond) legs. This event sounds like something no one of us wants to miss next year.

The Thermal Camp should be in full swing and soon the Cross Country Camp will be upon us. Read about the CFIG Master Instructor Class and the JROTC program in this issue. We have a lot to be proud of at ASI. Check out the articles and the calendar for information on the Sports Class Contest, the 4th of July Family Weekend, the NSA Safari, Badge and Record Camp and the Gerlach Dash. Reports on these activities' conclusions as well as tales of glorious soaring will appear in the September newsletter. the Annual Banquet in September. See you!



Diane Horn Wields Dust Killer

THE SPRING MAINTENANCE PARTY

had a great turnout. Bravo to these volunteers:

Rick Adamson	Charlie Leu
Norma Burnette	Lisa Lyons
Glenn Cobb	Bob McKay
Traci Cobb	Mike Oshell
Tom Dinsmore	Rolf Peterson
Cameron	David Prather
Doug Gray	Tiffany Prather
Roger Harris	Kurt Redinbaugh
Varian Harris	David Rhodes
Charlie Hayes	Virginia Rhodes
Rosemary Hayes	Steve Smith
Jim Hays	Bob Spielman
Janice Hoke	Jay Sumpter
Dick Horn	Pam Sutton
Diane Horn	Dale Thompson
Shawn Horner	Tim Uphaus
Bob Kuykendall	David Volkmann
	Rick Walters

For a little added human interest, Glenn and Tracie (who became engaged right here at Air Sailing) spent their first wedding anniversary helping make our work party a success. We hope to see them here often. Glenn has taken over the editorship of "WestWind" from Janice Hoke. Glenn and Tracie now reside in Utah.

Continued on Page 3

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

Trustees	Phone (h)	Phone (b)	FAX	e-mail
David Volkmann, President	775-787-3197	-----	-----	drvolkman@charter.net
Steve Smith, Vice-President	408-996-2932	650-604-5856	-----	stephen.c.smith@nasa.gov
Ty White, Secretary	510-490-6765	408-616-8379	408-616-8206	tylerwhite@earthlink.net
Terry Duncan, Treasurer	408-894-0969	510-936-2236	-----	terry.duncan@sun.com
Mike Green	925-254-0609	-----	925-253-8268	mgorrila@attbi.com
Jim Hays	775-972-8960	-----	775-530-2777	jimhays@charter.net
Dick Horn	408-737-7887	408-771-3550	-----	dhorn15@attbi.com
Charlie Leu	775-354-2096	-----	-----	cleu@ieee.org
Bob McKay	530-676-3275	-----	530-676-3684	n78034@directcon.net
Tom Morris	775-826-6981	775-322-3269	775-322-8856	STMorris@aol.com
Rolf Peterson	925-447-5620	-----	-----	rolfpete@aol.com
Bernald Smith	510-656-0434	-----	510-657-1261	bernaldd@juggernaut.com
Pam Sutton	775-323-4868	775-684-5847	775-684-5846	pvsutton@doit.state.nv.us
Dale Thompson	510-223-4259	-----	510-669-0356	dale_rsmry@sinewave.com

Standing Committees	Chair				
Executive:	David Volkmann	Steve Smith	Terry Duncan		
FBO:	David Volkmann	Ty White			
Finance:	Terry Duncan	David Volkmann			
Fund Raising:	Bernald Smith				
Maintenance Oversight:	David Volkmann	Terry Duncan	Steve Smith	Charlie Leu	Bob McKay
Long Range Planning:	Pam Sutton	Mike Green	Rolf Peterson	Steve Smith	Ty White
Nominating:	Ty White	Terry Duncan			
Publication:	Pam Sutton				

Management Areas	Manager
Memorial Grove:	Pam Sutton
Membership:	Ty White
Operations:	Steve Smith
Tie-downs and Hangar	David Volkmann
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, two cross-country Safaris, the Gerlach Dash, and a guest membership program. Contact: Vern Frye 2240 Saddle Ridge Court, Reno, NV 89509. Phone: 775-825-1125 Cell: 775-843-7806.

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

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

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.

President's Corner (Continued)

Cadets willing to volunteer as Flight Line Assistants at the Air Sailing Gliderport (or for other various duties) may do so in exchange for credit for tows, glider rentals, and flight instruction by FAA-Certified Flight Instructors. Lt. Col. George Fleck, Senior Aerospace Science instructor with North Valley's High School Air Force JROTC Program, has arranged, this year, for three cadets to be at the ASI gliderport for our Thermaling Camp, Cross-Country Camp, and also the Sports Class Contest to help with glider staging, launch and recovery.

Cadet volunteers in our Youth Soaring Participation Program may become eligible for further scholarship assistance in pursuit of their FAA Glider Pilot Rating.

Air Sailing, Inc., with organizational help and generous seed donation from Ed Lord and Network Realty, Inc., established the Hayes Scholarship Fund in April of 2000 to educate youths in the art and science of soaring and gliding at Air Sailing Gliderport. Our members have been most generous with their donations to our scholarship fund and in their continued strong support of this special. Last year the Hayes Scholarship Fund funded over \$4400 in glider rides and glider flight training by FAA-Certified Flight Instructors for the Boys Scouts of America, The Civil Air Patrol, and other young individuals involved in our Youth Soaring Participation Programs.

Air Sailing Contest Update By Mike Green

For the first time in recorded history, Air Sailing will be hosting two classes during it's contest week. We have applied for and have been given the OK to have a Sanctioned World Class Regional Contest to run simultaneously with our 24th Annual Sports Class Contest. Our Sports Class contest will be the only SSA Sanctioned Sports Class Contest in Region 11 this year. The contests run from June 30 to July 5 with a practice day on July 29th. There will be one official rest day. We still have openings in both classes. Pilots wishing to fly the contest should register at <http://www.ssa.org/contests/> and additional information can, if necessary, also be found at <http://www.airsailing.org/sports2003.html>.

The Awards Banquet on Saturday evening July 5 will include skits by pilots, children, friends and family; this event is one of the highlights of the contest week. Contact Mike Green at 925-254-0609 until June 18 and at 925-788-0651 June 19-30, or mgorrila@attbi.com.

Call Jim Hays, also, if you'd like to be included in one of his monthly Dry Lake Landout Days.

Spring Maintenance Party Achievements:

- Dug holes for ten new trees...seven were planted. Three hackberries still to be planted
- Extended the irrigation system to the new trees in the "Western Addition" and in the Memorial Grove
- Corrected the generator starting problems
- Moved trailers to align with the new "Western Addition" road
- Installed splash gravel around the Clubhouse
- Repaired Clubhouse door lock problems
- Replaced bird-screen in the Clubhouse where the woodpeckers had attacked it.
- Removed scrap iron from the property
- Lubed the hangar doors and identified problems
- Cleaned rental trailers
- Repaired irrigation drippers as needed
- Installed rabbit barriers around new trees
- Cleaned and swept hangar
- Replaced one windsock
- Cleaned shade structure and Gazebo
- Cut a zillion weeds
- Repaired the roof on the Gazebo
- Fill in the mysterious hole near the Clubhouse water spigot
- Installed circuit identification in the breaker boxes in the Clubhouse and Bath House
- Filled one big dumpster
- Provided lunch for the crew

Things that were not done...For lack of people power and/or materials:

- Replace three more windsocks
- Paint the fence around the hangar tree grove
- Apply grass killer and spread mulch
- Complete the "Western Addition" irrigation circuit
- Install doors on the irrigation valve house
- Replace the wind powered ventilators on the hangar
- Install emergency phone numbers and directions to Air Sailing adjacent to the telephones
- Paint the hangar doors
- Paint runway numbers
- Bury electrical cable and install outlets for trailer electrical service
- Inventory and update first-aid kit

The turnout and the accomplishments were superb. Hope I didn't forget anybody's name! Thanks to all who contributed to making this event a resounding success.

By Dale Thompson



Photos by Dale Thompson

A Trip to Bountiful By Jim Hays

During the latter 1990's, I became an avid cross country hang glider pilot. It was not unusual for me to foot launch seven to ten days, consecutively. Soaring a hang glider cross country requires a lot of support since one rarely returns to one's launch point, and one rarely knows where one is headed after takeoff. The role of driver fell to my willing wife, Donna. She only imposed two rules: land where there is charted access, and it must be within one hour of a good restaurant.

Eventually her role kindled a desire in her to experience the soaring end of things. She requested we buy a two person hang glider. Now, a tandem hang glider is pretty cool over the sand dunes at Marina, Ca. but in the wild and woolly, dust-devil laden, strong high desert environment, it is a risk above that which I was willing to take with my wife. We started shopping for a gliderport.

We went to all the local area gliderports, saving ASI for last. I had been launching my hang glider in Palomino Valley, near First Lift, for several years and knew some of the hang gliders pilots who were members of NSA. I suspected it would be my choice, since it was already my choice hang gliding site. I did not suspect how strongly I would feel about ASI after meeting the people.

Donna and I drove in to ASI in August of 2000, and sat in the car for a while wondering if we were parked OK, and trying to figure out where to go to find someone to talk to. An observant man recognized our dilemma, and walked over to our car.

“Hi, I'm Alex Burnett, but everybody calls me Watermelon. Can I help you with anything today?”

He beamed a broad smile and radiated that sense of genuine friendliness found all too seldom. In fact, it was the only time we encountered it in all our previous gliderport searching. I immediately hoped a beginner could find a start here, and that it would be within my budget.

Alex assured me that the answers would be “Yes” and “Yes”.

I told him I knew Dennis Harris and Ron Smith. He found out I was a retired Naval Aviator, and asked if I would like to fly TODAY? I said well, I reckon so, if it was not rushing things, and all. I wasn't sure if I had enough money on me either....

Alex took me to the NSA trailer and introduced me around the four or five folks there, then said “Vern, Jim here wants to fly a glider this afternoon”.

It was already around 3 P.M. and I felt like I was imposing terribly, as if everyone was supposed to change their lives so I could go up in a glider right now. Before I could wave Vern off, he had his kneeboard in his hand and was walking out the door shouting over his shoulder “You're number two, Jim. I have this student in front of you – be ready when I land.”

Alex, not wanting to dump me, took me over to the hangar to show me sailplanes. There were big ones, little ones, glass ones, fabric ones, and there was Alex's sailplane too. He beamed and got in it so I could see how it fit him.

He sat in it and told me about flights he had made, landings he had made in tricky spots, sights he had seen. I knew I wanted to know this Watermelon man better.

He took me out to the flight line and showed me how things worked, where to stand. He filled in all the details, ostensibly for Donna's benefit, but I learned a great deal from Alex that day.

Vern had me hands on, soaring and exploring the flight characteristics of the 2-33 on the first flight. I was able to answer all my questions regarding degradation of the sensations I had so loved in my hang glider: the sensation of being picked up by the tail as you enter lift, the feeling of centrifugal and aerodynamic balance when the thermal is centered and the turmoil of the boundary layer around the thermal. Yes, Donna will have the soaring experience she dreams of.

After the flight, Vern detailed the very reasonable costs associated with soaring as a member of NSA. The rental fleet of old 20:1 and 30:1 gliders, were superior to anything in the hang gliding world. And there were two seat 2-33's. I joined on the spot.

So went my initial visit and flight at ASI. Alex Burnett guided my trip to Bountiful. We had a little over a year of friendship after that before Alex's ashes were scattered over Pond Peak. Now, often when I pass Pond Peak, I imagine Alex there on an invisible wave, smiling and saying "Hi. I'm Alex Burnett, but everybody calls me Watermelon. Can I help you with anything today?"

2003 Tow Pilot Schedule:

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

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 emailing Jim Hays.

OCTOBER: This month will begin the off-season schedule again with tow pilots assigned and standing by at noon on Wednesdays, Saturdays and Sundays. Simply call or email Jim Hays to activate. A tow pilot can be schedule for any other day as well by calling Jim too.

Jim Hays: jimhays@charter.net, home: 775-972-8960 and cell: 775-530-2777, is the primary point of contact for questions and comments regarding the tow planes and pilots. Bob Spielman, home 775-345-0410 and cell 775-560-2406, is the secondary contact, and Roger Harris, home: 530-272-6354 and cell 530-263-2734, is the tertiary contact.

The monthly Tow Pilot schedule will be posted in the Clubhouse briefing room.

Call Jim also if you'd like to be included in one of his monthly Dry Lake Landout Days.

Odds and Sods

Hats off (but only for a second. Watch that bright sun at ASI and put on that sun block!) to Dave Cunningham who continues to sponsor an ABC Bronze Badge Training Program. Contact Dave at ldc@att.net

Thanks from David Rhodes and Dale Thompson to Jim Hays who aided moving their Russia's certification from Phase I EXPERIMENTAL into Phase II. They are now permitted to fly 500 nm from Air Sailing without writing the FAA a letter (Can you visualize a 500 nm radius from Air Sailing?)

Circulars available in the Clubhouse, at www.airsailing.org and by request from drvolkmann@charter.net; Air Sailing Gliderport Rules and Policies, Traffic Advisory Practices, Air Sailing Gliderport, and Air Sailing Operations Map.

Welcome to new members Richard Adamson, Janine Castro, Scott Greene, Jack Greening, Tim Traynor, Ray Watson who joined since September. Welcome back to Ray Rauen.

Rosemary and Charlie Hayes have moved to Spanish Springs. Best wishes to Charlie and his "Tahoe Gliders" business at South Lake Tahoe.

Chad Moore was featured in a "New York Times" article on the National Park Service Night Sky Team on Friday May 9, 2003.

Air Sailing History

By Norma Burnette

Dale Thompson and Neita Montague sweet-talked me into writing this saga. For some reason there is something I don't understand about the word "No." I hope I can remember or dig up most of the events.

In 1976 Carl Herold donated the first trees, the two large mulberries by the old bathroom and the two by the windmill.

In 1981 we finally got a windmill, thanks to Pete and Eunice Newgard who bought and donated it. Now that we had a good source for irrigation it was time to plant some more trees. This was going to be no small feat as we also had to out in a drip system. All this old system has really served us well since then. It probably lasted ten years longer than it should have.

Of course during those years one of the first things Carl Herold, Alex or I would do when we arrived at Air Sailing was to check the system. We would check for blowouts along the lines and clear the drippers. This was a constant job

The next year, 1982, we got a few poplars. We also got 75 trees from the Nevada Extension and Carl decided they should be planted at my house for a year or so since they were about as big around and as tall as a pencil! I did have a very good place for them. My son, Keith, had raised 4-11 lambs in a pasture and that area was just right for the saplings: good manured dirt. I watered those trees and weeded them and sweet-talked them until they were three to four feet tall. These are the green ash, Russian olive and the black lotus.

We planted about ten to fifteen at a time at ASI since we also had to put in new additions to the drip system for each of them.

The next year I bought the birch trees that were in the back row behind the old bathroom. My nurseryman gave me an arborvitae that is planted between the Memorial Grove and the gazebo. Five or six years ago a couple of the birch died of borers so all of the birch had to be destroyed as we couldn't tell if all or some of them were infected and we were afraid the borers might spread to the other trees. It was a shame they had to go as they were all ten to twelve feet tall.

In 1987 it was decided to get a Memorial Grove started. Carl Herold decided the trees should be Sequoias. I tried to change his mind but had no luck. The first Sequoias lasted about a year so we replaced them. Carl insisted on Sequoias again. They also lasted about a year. I finally convinced him to plant Australian pines.

The following is a list of Memorial Grove trees, planted in memory of the following Air Sailing pilots and supporters who have passed on:

1987 – Robert McGehee, Charles Glattley, Hugo Fisher, Stanley Strauss, Dan Danieli, Marcel Godinat and Maybelle Arnold.

1990 – Diane Weidenhammer, Bill Heim, Dale Dye, Fred Frauens and George Arsdell

1991 – Jim Hayes

1994 – Ted Nelson, Kelly Slover and Willie Crellin

1995 – Herb Brown, Harry Greene, Barney Hutain, Beverly Stover and Earl Butler

1998 – Barbara McKay, Billie Carter, Nancy Carter, Charlie Theis and Les Sebald

2001 – Marge Hayes and Alex Burnette

2002 – Joe Findley, Fran Allender, Carol Frye and Dudley Matson

In 1993 we put additional trees in behind these pines as a windbreak. These were supposed to live through anything. Right! Of course in 1995 Alex had to get a few new trees to replace the ones that had died. Air Sailing is hard on trees.

Alex then planted the line of trees that are in the middle behind the old bathroom in 1995.

Thanks to Dale Thompson, the much needed irrigation system was installed in 1999.

For quite a few years Anita and Jere Prather would come in the early spring for a week or so and clean, weed and pamper the trees. This gave the trees a good start on summer.

I am finishing this article out at Air Sailing during the April Maintenance Party. I have gone around and counted every tree. There are 108 trees, but five more Memorial Grove trees and ten new ash are being planted today. We are getting so many trailers out there we want each trailer to have a tree. So that makes a total of 123 trees.

Maybe when you come out to Air Sailing you will appreciate the trees a little more. There has been a lot of hard work to get so many to survive. When you are near a tree give it a little love pat and tell it what a good tree it is. Also tell it how much you appreciate it.

Needed: Foster Parents/Adopt-A-Tree Program

Mulch, weed, fertilize and keep the drip system clear and working on your very own tree! Lots of choice of ages, types and sizes! Contact Norma Burnette at 775 867-2252. Choose yours soon as they are going fast.

Oakland Air Route Traffic Control Center and Pacific Soaring Council

LETTER OF AGREEMENT

EFFECTIVE: April 7, 2003

SUBJECT: Pyramid Glider Area Operations

- 1. PURPOSE:** To establish an area and procedures for glider operations within positive controlled airspace under the jurisdiction of Oakland Center. This area shall be known as "Pyramid Glider Area."
- 2. CANCELLATION:** Oakland Center and Pacific Soaring Council Letter of Agreement, subject: Glider Operations, dated April 30, 1984.
- 3. AUTHORIZATION:** This Agreement authorizes the Pacific Soaring Council (PASCO) to deviate from the requirements of FAR 91.135 when operating in the area specified in paragraph 4 and under the conditions specified in paragraphs 5 and 6 of this agreement.
- 4. SCOPE:** The procedures outlined in this letter apply to flights conducted at FL180 and above within the area described below and referred to as Pyramid Glider Area:

Coordinates commencing at	39-40N 119-42W
	direct to 39-40N 119-35W
	direct to 39-50N 119-20W
	direct to 40-05N 119-15W
	direct to 40-10N 119-53W
	point of beginning

5. RESPONSIBILITIES:

- a. Except for deviations specified in paragraph 3 of this letter, pilots shall comply with applicable federal aviation regulations.
- b. Pilots may operate in a glider area above FL180 only during time periods approved by Oakland Center for use of the area.
- c. Oakland Center is not responsible for separation between gliders operating within an assigned area.
- d. Pilots shall become sufficiently familiar with local terrain features so that flight will be contained within the glider area by visual reference to the ground.
- e. Pilots shall not fly in a glider area less than 1,000 feet vertically and 1 mile horizontally from any cloud formation.
- f. Pilots shall not fly in a glider area when flight visibility is less than 5 miles. Weather conditions shall be such that visual reference to the ground can be maintained at all times.
- g. The authorization specified in paragraph 3 of this agreement shall extend to the Pacific Soaring Council and to all other persons who by their execution of this agreement agree to abide by the terms and conditions thereof.

NOTE: Air Safety demands strict adherence to approved times, altitudes, and boundaries.

6. PROCEDURES:

- a. When high altitude soaring conditions prevail, the Wave Camp Operations Manager or other persons authorized under paragraph 5g, will request from the Oakland Center Operations Manager-in-Charge (OMIC) (510-745-3331 or 510-745-3332) a block of altitudes above FL180 in the Pyramid Glider Area.
- b. When the requested area is unavailable, the Oakland Center OMIC may suggest alternate time periods, flight levels, and/or specified portion of the Pyramid Glider Area (e.g., Pyramid Area west of the Mustang 010 radial).
- c. Oakland Center approval for use of the glider area shall specify time periods/flight levels and shall be coordinated on a daily basis.
- d. The person requesting airspace under paragraph 6a shall release reserved airspace to the Oakland Center OMIC by telephone notification if for any reason glider operations are suspended for any significant period of time.

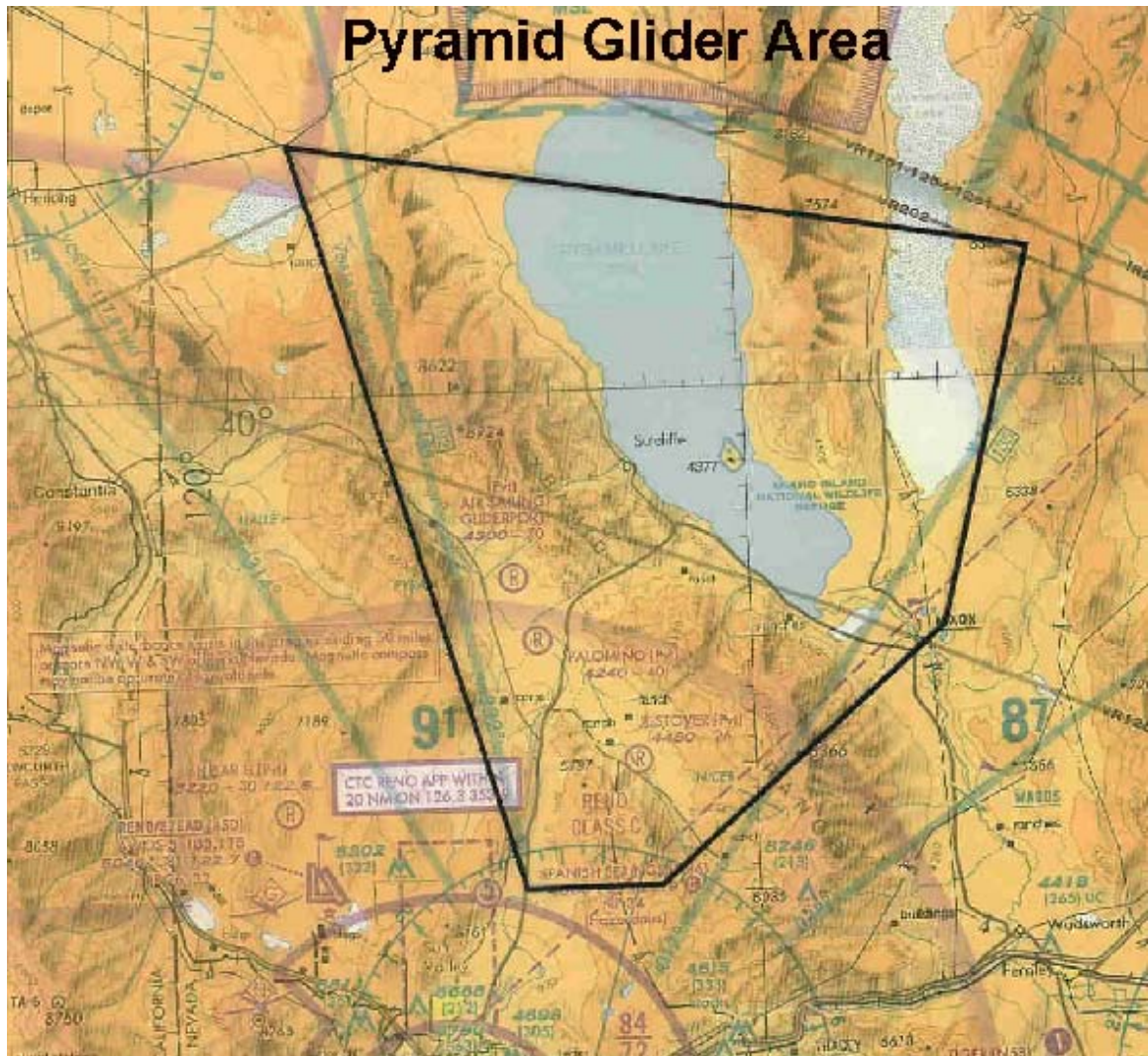
7. ATTACHMENT: Map of Pyramid Glider Area

Original Signed by
Tommy E. Barclay
Air Traffic Manager
Oakland ARTCC

Original Signed by
L. Rolf Peterson
FAA Liaison
Pacific Soaring Council

In summary: Pilots in the wave window:

- > May operate in the area above 18,000 feet only during time periods approved by Oakland Center,
- > Must comply with altitude restrictions specified by Oakland Center,
- > Are responsible for own separation between gliders,
- > Must maintain 1000 feet vertical and 1 mile horizontal clearances from clouds,
- > Must have 5 miles flight visibility and visual reference to the ground
- > Must stay within the geographic area of the window by visual reference to the ground and use of local terrain features.



This graphic of the Pyramid Glider Area was provided by Oakland Center. Use the coordinates above to mark this Wave Window on your own sectional.

CapCam2000 by Bernald S. Smith, CapCam CoChair

I want to apologize to any donors who didn't receive a personal thank you letter for your donation to Capital Campaign 2000; it's my fault. Anyway, to all donors to the campaign, thank you very, very much for helping meet the goal. If you haven't been out to see all the improvements, come take a look; they're spectacular! And it's all your doing!

AirSailing announces Annual Giving Program

In a recent letter to members of Air Sailing, it is noted that Air Sailing keeps reasonably low membership fees (\$35) to encourage membership and use of the facility. However, as the letter goes on to say, annual donations are vital to the continued existence of Air Sailing. The letter gives financial vitals of the last three years outlining the expenses and income of the operation. Contact Bernald Smith for further details: bernal@juggernaut.com.

Flying the glider is more important than radioing your plight to a person on the ground incapable of understanding it.

2003 Calendar

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	No Host	
July 14 -18	NSA Summer Safari	Vern Frye	775 825-1125
August 10-11	Gerlach Dash (5th Annual)	Vern Frye	775 825-1125
September 27	Annual Awards Banquet	Jennifer Presely	408 966-2932

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

AIR SAILING NEWS

41600 Marigold Drive
Fremont, CA 94539

