

ANNUAL BANQUET and SILENT AUCTION

The Annual Banquet, held this year at The Nugget in late September, was a celebration of our very successful soaring year and a time for recognition of the contributions of so many to our small soaring community. The Silent Auction items were enticing (see article page 6), dinner was tasty and it was fun to see our glider friends in grown-up and dress-up clothes!

David Volkmann opened the formal portion of the evening by describing the Youth Soaring Participation Program (YSPP), recognizing the contributors to the program, introducing the participants and showing a short video.

The YSPP is funded by the Jim "Billy Goat" Hayes Memorial Scholarship Fund with organizational help and seed donation from Ed Lord through Network Realty, Inc. Our members have been most generous with their donations and strong support. Last year the fund paid over \$4,400 in glider rides and flight training by FAA-Certified Flight Instructors for the Boys Scouts of America and the Civil Air Patrol. And in conjunction with the Nevada Soaring Association, the North Valley's High School Air Force JROTC Program (NVHS-JROTC) cadets participated in a Glider Orientation and in the Cadet Volunteer Program whereby they earned points to be used for glider instruction. They also became eligible for scholarship assistance in pursuit of a Glider Pilot Rating.

During the Glider Orientation Presentation Days, which were held in April, May and June, cadets were instructed on glider pre-flight responsibilities, proper glider ground-handling techniques, gliderport traffic awareness, and the most basic principals of glider flight. They were then treated to a short flight in a glider flown by a licensed pilot. You might want to view the short video of these activities prepared by David Volkmann, which is in the clubhouse.

Lt. Col. George Fleck, Senior Aerospace Science Instructor (NVHS-JROTC) arranged for cadets to be at the Gliderport for Thermaling Camp, Cross-Country Camp, and the Sports Class Contest to help with glider staging, launching and recovery. Cadets who were willing to volunteer as Flight Line Assistants earned 7 points per hour of work, which were then exchanged for tows, glider rentals and flight instruction.

Sixteen cadets earned more than 2,800 points-that's over 400 person hours of volunteer effort, actually more considering supervision, travel logistics etc.

Special thanks were given to the following program volunteers: NVHS-JROTC Liason: Lt. Col George Fleck; Co-Managers: Jim Hays and Bob Spielman; Important Assistants: Jim Crane, Stew Crane, Cindy Donovan, Bob Dwyer, Mike Green, Roger Harris, Varian Harris, Bob McKay, Hermann Michel, Chad Moore, Rolf Peterson, Ian and Kurt Redinbaugh, Dale Thompson and Frank Waxman; Instructors: Vern Frye, Linda Monahan and Mark Montague

The Boomerang Award was given to David Prather. This actual boomerang is awarded each year to the pilot that completes the longest handicap distance task during the Sports Class Contest and is inscribed with that distance.

"Billy Goat" Hayes Recognitions went to Bob and Patricia Dwyer for their donation to the scholarship fund and to David Volkmann and Terry Duncan for their administration of the fund.



Glattley Award Winner for 2003 Terry Duncan

The Glattley Award, named after Chuck Glattley, our first president and the main impetus behind the establishment of ASI, is given for exemplary voluntary service to our gliderport.

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
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Publication:	Pam Sutton				

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Nevada Soaring Association is the club operating at Air Sailing. Besides low-cost soaring for members, the club provides introductory rides, instruction, BFRs, a cross-country safari, land out training, encampments, overnights, the Gerlach Dash, and a guest membership program. Contact: Kurt Redinbaugh, 4145 San Marcos Lane, Reno, Nevada 89502, kredinbaugh@att.net, 775- 825-5195.

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.



Nevada Soaring Assn/Air Sailing Coordinator Jim Hays, Cadets Cody Chase, Robert Oldaker and Michael O'Brien, Flight Commander George Fleck and Air Sailing President David Volkmann

Cadets not pictured: Alex Davis, Tim Griffin, Kristen Hoisington, Shawn Horner, Heather Metz, Cesar Nieves, Michael Oldaker, Thomas Reider, Daniel Schacht, Nate Simons, Chantal Sites, Travis Wicks and Michael Wiseman.

From the North Valleys High School Junior ROTC Cadets:

We here at North Valleys High School's JROTC program would really like to thank you for all that you and Air Sailing have done for us. Without you we wouldn't have flown and experienced flight. That's something we don't want to miss out on. We have a selection of cadets that are willing to do most anything to fly but most of all want to say thank you.

I, Cody Chase, would also like to personally thank you for allowing me this opportunity of a lifetime. I'm planning to join the United States Air Force and become a Fighter Pilot and you guys are helping me take another step towards that. So on behalf of NVHS's JROTC and myself, we'd just like to say THANK YOU!!!

Report of the Fall 2003 Meeting of the Air Sailing Board of Trustees

By Ty White, Secretary, Air Sailing, Inc.

The Air Sailing Board of Trustees held their regular fall meeting on September 27 in the Air Sailing clubhouse. The full Minutes will be posted on the Air Sailing website after they are finalized and approved,

but here I will describe the major decisions and actions of the Board in several areas.

The budget for 2004 was approved, with money specified for ongoing operations and a range of new maintenance initiatives as outlined below.

Rolf Peterson was reelected to serve another five-year term as Trustee. David Volkmann was re-elected as Air Sailing President, and Ty White was re-elected as Secretary of the Corporation. Trustees Charlie Leu and Tom Morris decided to not run for reelection upon expiration of their Trustee terms at the end of 2003. The Executive Committee was directed to appoint a subcommittee to examine the procedures by which Trustees are nominated and elected and to make a recommendation as whether these procedure should be modified.

Using information gathered during the member survey process, the Long-Range Planning Committee chaired by Pam Sutton will work to revise and update the comprehensive plan for capital improvements to the gliderport. The intent is to use the Long-Range Plan as a basis for a new fund-raising initiative to be launched next year.

At the time of the 27 September meeting, Jim Hays was still working hard on the ultimately successful certification of the ASI Pawnee towhook.

At this point, the onsite electrical system cannot run completely unmonitored and cannot be trusted to keep the buildings heated through the winter. For this reason, it was decided to drain the plumbing in the clubhouse and bathhouse and mothball the buildings until Spring. We will have an independent evaluation of the onsite power system performed, and will also get an updated estimate of the cost of bringing commercial power to the site.

We agreed that an onsite or local caretaker is essential for regular tree watering and monitoring of the electrical system. A search for a regular caretaker will be launched.

A welcome kiosk at the entrance to the gliderport will be erected. It will include a site map and other information useful to first time and returning visitors.

The North/South runway will be resealed and coated.

"When a flight is proceeding incredibly well, something was forgotten,"
Robert Livingstone, "Flying the Aeronca"

The Annual Air Sailing Maintenance Party April 24, 2004 is again scheduled to be held on a warm and sunny weekend. We will be building a telephone and e-mail tree to give you another reminder during the first week in April...but it is O.K. to mark your calendars now.

Here's your opportunity to enjoy a few hours of good company, sunshine and help your gliderport get spiffed up for the 2004 season. Lunch will be provided on Saturday the 24th.

Please send Dale Thompson (510-223-4259, dale_rsmry@sinewave.com) a list of any items that you know will need attention. A list will be sent out by email in early April, about two weeks before the event.

There is need this year for team leaders in several areas: house cleaning for the two new buildings, hangar clean-up and spring cleaning for the rental trailers. **Volunteer now and avoid the rush.**

Flying Eagle Airpark Ranch Update By Pam Sutton

In 1999 a 650 acre fly-in residential community was approved for development by Washoe County. Located just south of Air Sailing, the Flying Eagle Airpark Ranch (FEAR) called for two private general aviation airstrips and one taxiway to provide access to 16 residential lots of not less than 40 acres each. FEAR's stated plan was to create an "upscale, signature development with a rural type of character".

While the idea of having an aviation-oriented development as a buffer between Air Sailing and Reno's rapid expansion was attractive, there were many safety concerns to address. Trustees Rolf Peterson and Mike Green and ASI's attorney Bruce Laxalt testified to the County Commission on safety issues, which resulted in the commission adding a condition to FEAR's Special Use Permit that required them to obtain a letter of agreement from the local FAA. Safety issues to be reviewed by the FAA included coordination of traffic patterns with Air Sailing, using a common multicom frequency and establishing written safety procedures for FEAR residents. Development of the site has been slower than anticipated and they have recently been granted a second 2-year extension to the SUP. The runways and taxiway have been constructed and they claim that eight parcels have been sold.

A switch in FEAR's development plans came to light during the summer of 2003. They claimed that a "recent market study found that 40-acre lot size is too large for the type of development they envisioned". Their solution was to change the zoning from General Rural Residential (GRR) with forty acre minimum lot sizes to Low Density Rural (LDR) with ten acre minimum lots.

In December, Trustees David Volkmann, Charlie Leu and Pam Sutton worked with Washoe County planning staff and the Warm Springs Property Owner's Association to understand the impact of FEAR's proposal. The more we learned the more concerned we became. In addition to increasing the housing density fourfold to 64 units, rezoning would open the door to numerous "allowable uses"¹ that are inconsistent and incompatible with the rural lifestyle of the area. If granted, the rezoning would have put the future viability of our gliderport at significant risk.

A campaign was mounted to oppose the change but, just before the first official public hearing in January 2004, FEAR withdrew their application. That's good news for the moment, but word from Washoe County planning staff is that FEAR is considering other options to expand beyond the permitted 16 lots, which means that constant vigilance will be necessary.

Washoe County is facing tremendous pressure to expand to the north. Although current planning calls for more concentrated development to take place south of Air Sailing (the closest being Whisky Springs Road), we face the same threats that have closed gliderports throughout the country. Your Board of Trustees will continue to monitor growth issues in Palomino Valley and take action as needed to preserve our gliderport from encroaching residential and commercial expansion.

¹ The following uses are allowed within the proposed LDR designation but not within the existing GRR designation: residential group home, large-family daycare, child daycare, cultural and library services, education, group care, utility services, passive recreation, religious assembly, safety services, outdoor sports and recreation, commercial antennas, cemeteries, helicopter services – Helistop, recycle center - remote collection facility, aggregate facilities – permanent, custom manufacturing, energy production and mining operations.

Tune-Up or "When on the glider end of the rope, in spite of your own challenges, don't forget about what you can do to the tow pilot" By Jim Hays

As the CG hook on a glider is there for the express purpose of the ground launch advantages it offers, the extra risks associated with aero towing a glider with a CG hook are readily apparent. A discussion on this is a part of ASI tow pilot training. The take-off phase is most critical, so our tow pilots are urged to use the rear view mirror heavily on every launch, regardless of whether the glider is using a CG location. The training hopes to help them all develop a strong habit pattern of consistent mirror use, as this is apparently the only warning that gives ample time to react.

Our Chief tow pilot, Jim Hays, has talked to one tow pilot who has been tumbled by a glider and has read the remarks of one other. They both say it happened so fast that they were beyond control authority before they realized anything was happening. One said had it happened about 10 feet in the air on launch. It put the Pawnee back on the runway on the nose and he scraped to a stop as the glider sailed overhead, broke the rope, and landed in the weeds. He was unhurt, but the Pawnee required rebuilding the engine, prop, and nose section of the plane. Fortunately there was no fire, as he was stunned and in shock, and still in the cockpit when help arrived. He has never towed again, though he still flies his glider. He says he had no control over the outcome and will never be in that position again, hence, no more towing.

This story is used in the tow pilot training to punctuate the need for vigilance. The Tost connections make the higher altitudes relatively safe, as it can be released regardless of glider position, but during launch, a CG hooked glider can tumble the tow pilot before he/she senses the need for a release. The tow pilot simply must keep the glider in his or her visual scan and react to that visual clue.

Jim Hays is working on the NSA Pawnee to see if he can improve the rear view situation.

For all those of us at the tail end of the tow rope we must be highly alert to our position behind tow and ready to release from any position which puts our tow pilots at risk! So... please talk to your tow pilot for a briefing on your very next tow.



Be in your best position behind the towplane!

Through March, **ASI Tow** is available on call.

Standby tow pilots are:

- Wednesdays, Roger Harris:530-272-6354
- Saturdays, Jim Hays: 775-972-8960
- Sundays, Bob Spielman: 775-345-0410

For towing any other day, a tow can be arranged by calling Jim Hays ahead of time.

Photographer and Tow Pilot: Roger Harris

Bob McKee, known as Chicadee at NSA, passed away suddenly while snorkeling in Hawaii. He was born in Montana and attended Montana State University. He went on to the University of Washington and the University of California earning a BSE, MSE and PhD in Mechanical Engineering. Bob worked in various industries prior to joining the faculty of the University of Nevada in 1957 and retired after a distinguished 38 year career there. He remained active with the Engineering School after his retirement in the internship student program. He created a web page for the college of Engineering.

His love of the skies began with his experience as a navigator in the Army Air Corps and continued through his forays in small planes and gliders. He savored life as an avid outdoorsman and through his passion for books, travel and the arts and sciences.

THE LITTLE PAWNEE THAT COULD By Bob Spielman

I arrived at Stanley, North Dakota about 30 miles west of Minot at noon on Friday, Nov. 7th 2003. The Piper Pawnee that NSA bought for a towplane was in a heated hangar. It was 10 degrees F outside with 6 inches of snow on the ground. On 12 pumps of the throttle I started the engine and was on my way back to Reno. First stop was Glendive, MT, Miles City, and then Billings. What a homesick angel - that Lycoming O-540 engine just purred along and she wanted to climb like a banshee. 34 gallons of usable fuel available at 84 knots or 100 mph can't get you very far - about 160 nm with no wind. But at the top of climb you could almost see your destination on a clear day. I hadn't flown a two-hour leg yet and I was airborne at sunset in Billings trying to cross the mountains in Yellowstone and make Idaho about an hour after dark. I had about a 10 knot headwind and my GPS said it was 2 hours and 14 min. I knew if I ran out of gas over the mountains in the dark that I would end up wolf bait, so I decided to head northwest to Bozeman to put the Pawnee in a heated hangar and spend the night.

Saturday morning I was airborne at sunrise and on my way to Arco, ID. Flying over the mountains southwest of Ennis and the Madison River I could see a lot of elk tracks in the snow - I even saw one elk. I also saw about 5 hunting camps. It was a relief to get to Arco, refuel, and head for Mountain Home. I filled with autogas and had another 2- hour leg to Winnemucca over some of the loneliest country around. I figured that if the Pawnee gave out that it would be at least a 70 mile walk out if I survived the landing at 80 mph. By this time I figured I could get the fuel consumption down to 11-12 gallons per hour so would have almost an hour reserve when the Pawnee and I landed, hopefully together.

I did a flyby at Air Sailing and stopped so Owl and Mark Montague could see the new Pawnee. Mark said we have a tribe now. I said "Huh?" He said, "Don't two Pawnees make a tribe?" Well, I guess they do. They're parked in the ASI hanger together so they won't get lonely.

Silent Auction Winners, Items and Donors - \$2342 Earned for ASI!

Terry Duncan: huge basket of homemade cookies from Norma Burnette, STS portable radio from Dick Carter, aviation movie from Neita Montague, handmade wood box from Dale Thompson, sailing day on Lake Tahoe from David Volkmann

Jim Hamilton: TE Probe O-rings from Neita Montague

Charlie Hayes: 2 nights at Tahoe condo by Ty White

Rosemary Hayes: aviation circle pin from Neita Montague

Mike Hoke: collection of flying books

Dick and Diane Horn: video and hand-dyed scarf from Bob Kuykendall, wave flying gloves from Neita Montague, 4th Ward School gift basket from Barbara Mackey

Bob Kuykendall: box of microphones and connectors from Dick Carter and Mark Montague

Lisa Lyons: drink tray from Steve Smith, lemon marmalade from Rosemary Thompson

Bob McKay: USAF thermal flight suit from Tim Kurreck

Barbara Morgan: aviation belt from Neita Montague

Neita Montague, spool of carbon fiber from Bob Kuykendall

Eric Norris: collection of "Soaring" magazines from Tim Kurreck, chart plotters and rulers from Dick Carter, oxygen regulator and tape

Rolf and Sue Peterson: ASW-20 pin and 1-26 pin from Neita Montague, video from Ty White

Bernald Smith: Biennial Flight Review from Rolf Peterson

Steve Smith: Enchanted Barograph

David Volkmann: Air Sailing hackberry wood box handmade by Dale Thompson from an ASI tree

Ty White: sailing on the bay, shell necklace by Jennifer Presley and air transportation to ASI by David Volkmann

Special Thanks to Jennifer Presley for organizing the ASI Annual Banquet and Silent Auction for the past several years.

RONs (Remain Overnights): Check the calendar and future issues of your "Air Sailing News" and the NSA website for information about these events. Plans are to launch on a Saturday, land and stay overnight and tow out the next day for a flight back to ASI.

Long time Air Sailing member **Ray Duncan** passed away suddenly on November 10th.

Ray was a computer systems engineer for IBM for most of his professional career. In addition to computer science, he had wide-ranging interests in amateur astronomy, eastern philosophy, wood working. He was born in Tennessee, and worked with IBM in Tennessee and Georgia before coming to California in the early 70's. He liked California so much he stayed until retirement.

Ray starting flying gliders in 1982 at Sky Sailing in Fremont. A few years later he bought an HP-11, and flew it at Air Sailing from the late-80's thru 1997 -- 1VT's distinctive V-tail was a familiar sight at Air Sailing during those years, tied down in front of Ray and Terry's travel trailer just north of where the clubhouse stands now. Ray returned to Tennessee in 1998 for semi-retirement, and flew the HP there for a couple years before selling it in 2000.

From the NSA Newsletter, "THE SOARING SPIRIT"

TOW PLANES: The ASI Pawnee's TOST release mechanism has been approved by the FAA after five month's work by Owl and Ed Kornfield. We should all thank them for the tremendous work they put in. The NSA Pawnee will go on line as soon as the annual is completed and weather permits. The TOST release mechanism for it was included with the ASI approval so there will be no further delay.

GLIDERS: NSA is continuing the custodial owner program for another season and needs one more custodial owner. Contact Chukar (Bob Spielman 775-345-0410) for details. NSA will cover the glider operating expenses. On the line now are one 2-33, one 1-26 and one 1-36.

ACCIDENT CORNER: This summer a 1-26 (not ours) was tied on the ready line at Tonopah when a 58 mph wind gust tore it loose and cart-wheeled it across the ramp and destroyed it. Please ensure that you secure your glider well, even on the ready line, and never leave an unsecured glider. Secure your canopies!

On Dec. 28th a Piper J-3 and an ASK-21 from Turf Soaring collided mid-air near Pleasant Valley Airport, Phoenix, taking the lives of four people. The glider was completing an aerobatic routine. Mid-air is a significant hazard at Air Sailing with the number of aircraft flying in the summer months and being located in the approach and departure path of Reno International Airport. Keep a sharp lookout, use your transponder, and make you use proper radio calls when entering the pattern.

SAFETY CORNER: There have been several low approaches by pilots flying at ASI and barely making the field this year. Check the windsock for velocity as well as direction and plan your approach accordingly. Plan your touchdown for about 25% down the landing area to give yourself a safety margin.

PROJECTS: Chukar has 897 in his workshop to pretty it up before spring. The trailer for 17E needs a new wood deck and painting and needs some help. We'd like new seat cushions on 897 if you know of any help on this. We need also to recover the rudder locks on our gliders with foam. Give Chukar a call.

BFR CLINICS BEGIN IN MARCH. Mark Montague gets his airline schedule by the 8th of each month so we'd have the March date for the clinic about 15 Feb.

EAGLE: we send best wishes to Vern and to Florence Frye and congratulations on their marriage.

EMAIL: Get online for us. We want a fast, efficient venue for all members to participate in club news and discussions. Email saves the club money and is convenient for many of us. So sign up for email newsletters and billing by sending Owl (jimhays@charter.net) an email from your email.

OFFICERS' MEETING: Discussed creating two additional officers, a maintenance officer and an operations officer to increase our decision-making resources and expand the member contact with officers. We would like to hear your thoughts and encourage you to volunteer as an officer in the coming year. Call Snoopy (Kurt Redinbaugh) at 775-825-5195.

ANNUAL MEETING: COMING UP: We expect a ballot to be out by mid-March and to have a membership meeting and a counting of the ballots to be accomplished by mid April. We also are planning a rewrite of the NSA BYLAWS for membership approval.

MAINTENANCE: Hermann Michel has done a tremendous amount of work on our gliders and we should all thank him. We do need help maintaining our gliders them: cleaning, changing skids, tires, making sure the batteries and radios are up to snuff, etc. Someone borrowed our battery-operated air compressor from the NSA Clubhouse and we would like to get it back.

Snoopy made a maintenance status board for the new trailer and the logbooks will be right next to it. Please put glider discrepancies on the board, NOT IN THE LOGBOOK. Please use the provided erasable markers ONLY.

RECORD BOARD: For 2003 the following flights in club gliders were outstanding:

DURATION:	Snipe (Larry Struck)	6.0 hours
	Cara-cara (Hermann Michel)	5.2
	Mallard (Dave Cunningham)	4.7
ALTITUDE:	Chukar (Bob Spielman)	27,500'
	Mallard	17,900'
	Snipe	14,900'
DISTANCE:	Mongoose (Linda Monahan)	201 sm
	Mallard	190
	Chukar	134

It's obvious that a lot of flights weren't listed. Let's try to break each of these records in 2004.

Bishop Encampment

It's time to put the 2004 Bishop Encampment on your calendar. NSA members should sign up right now to join the fun. There is a tow plane at Bishop, so if you want to go early or stay later, tows are available. The NSA tow plane will make the trip down on Sunday, 13 June, and will return to Air Sailing on Saturday 19th, for those interested in soaring cross country with tow support. To fly to/from Bishop you must fly by flying a 35:1 or better ship and have had at least one 200K XC flight.

NSA ships will trailer down on Sat 12th and Sun 13th. We will operate out of Bishop for the entire week and trailer home by Sunday 20th. Daily operations will utilize both tow planes for efficiency. We will stay at a different place this year - The Trees Motel - at 796 West Line Street. It is about \$25 per person per night, and has a wonderful shaded patio with built-in grill. It is even better than the Elms. John and Betty Young own and operate The Trees, and are expecting your call for reservations (say you are with the Jim Hays group). Their phone number is (760) 873-6391. As always, each party is responsible for making your own motel reservation - that way you get to choose specific accommodations and roommates where applicable. There are some rooms with three beds.

Email jimhays@charter.net or give him a call at 775-972-8960 to sign up or ask questions.

We are planning an Ely encampment the week of 26 July after High Country completes their 2 week safari. Spotted Owl has flown both Ely and Tonopah and thinks Tonopah is better (and closer). Gerlach Dash is planned for 7 & 8 August. Many other small events are planned. Check our calendar for dates.

**DRY LAKE LANDOUT DAYS TO
FLANNIGAN: MAY 15 and MAY 22**

**DRY LAKE LANDOUT DAYS TO SANO:
JULY 3 and AUGUST 7**

ASI Sports Class Contest, June 6-12, 2004 By Jim and Linda Gager

We would like to encourage everyone planning to participate in this Sports Class competition to read the rules!! This, for obvious reasons, is a necessity in making a competition run smoothly; it will also allow for a nice flow of things considering that there are people new to contest soaring. The rules can be downloaded off the SSA site. Contest Manager will be Jim Gager at 623-341-0708, winner of the 2003 Contest, aided by Linda Gager, Contest Director h: 623-465-9139; cell: 623-341-0708; lgager@earthlink.net. Pat Downing: downing@chapman.edu will handle scoring and other managerial tasks 714-974-5303.

Come Be a Part of the First Annual NSA Spring BFR Party! Bring new or old SFO Sectional

This year we are trying out a new wrinkle on an old problem, and you're invited to join in the fun! Fun? What's he talking about? Here's the deal: Soaring, even in Nevada, is kind of a seasonal thing. Few pilots get to fly gliders year 'round. The rest of us are stuck trying to figure out each year how to start the new season as safely as we ended the last one. Some years ago, the FAA recognized the problem--not just for glider pilots, but for all GA pilots--and put in place a requirement for a little recurrent training. This is the Flight Review, better known to most of us as the BFR. Traditionally, most pilots fulfill this requirement by spending some "quality time" on the ground with a CFI (and then taking three tows and really impressing that same CFI). However, there's really no need to do the ground school that way, one pilot at a time. Why not gather together a whole bunch of pilots and let them share their ideas--and have a good time doing it? This, in a nutshell, is what NSA has decided to do. There will be three meetings at the ASI clubhouse, one each in March, April and May--and attendance at any one of the three will satisfy your requirement for one hour of ground instruction with a CFI. (Bring your logbook for endorsement.) While this is an NSA function, naturally all ASI members are cordially invited, and we hope to see you at one of the meetings! Dates will be posted on the ASI website soon.

Odds and Sods

The clubhouse water system is shut down until the spring. Portapotties are available by the Clubhouse.
All members are invited to the ASI Board of Trustees Meetings. Check ASI website for dates.
Articles and photos always wanted: submit in New Times Roman 10, please. Use fill-in flash for all photos.
All NSA members need to be members of ASI to fly at our gliderport.
Mike Green cut his beard and is clean-shaven for the first time in 25 years!
Your Editor is collecting copies of "The Joy of Soaring" for use by the JROTC. Please bring to her at ASI.
Flight Instructor candidates wanted. Contact Mark Montague, NSA Training Officer at marklibelle@aol.com
Mark is also setting up a Wings Program at ASI as well as giving BFRs during April, May and June.
Congratulations to Spotted Owl (Peter Neumann) for his acquisition of a 2-32.
Other gliderports have set up a list of Crew For Hire. Good idea for us? Write to the Editor.

Historical Highlights: West Wind, May 1971 – By Carl Herold

...In the past several months the tempo has begun to pick up. In this short period of time, Air Sailing, Inc. has been formed (C. Glattley, President) a board of trustees has been selected, site plans have been made, financial and property development goals have been outlined, the IRS has approved Air Sailing, Inc. as a tax exempt organization and over 400 solicitation letters have been mailed in the last week in April...Our goal is to raise \$7,500 at this time...to pay for initial rent to the BLM and for engineering and initial site development so that onsite soaring operations can commence in the spring of 1972.

The site is 480 acres of Federal land located in the Warm Springs Valley...The land is level, has good access via a good county maintained road, and offers a north-south runway two miles long and an east-west runway one and a quarter miles long, both 132'0 wide. The native ground lends itself to a good runway compaction with on-site materials. BLM proposes a 20-25 year lease.

Signed, Trustees: G. Asdel, R. Brune, J. Flynn, C. Glattley, C. Herold, P. Kellas, R. Klemmenson, B. McGehee, B.S. Smith, H. Perl.

2004 Calendar

April 24	Spring Maintenance Party	Dale Thompson	510-223-4259
May 15 & 22	Dry Lake Landout: Flannigan	Jim Hays	775-972-8960
May 24-28	Thermaling Camp	Rolf Peterson	925-447-5620
May 30 – June 4	Cross Country Camp	Dick Horn	408-737-7887
June 6-12	Sport Class Contest	Jim Gager	623-241-0708
June 13-20	Bishop Encampment	Jim Hays	775-972-8960
July 3 & August 7	Dry Lake Landout: Sano	Jim Hays	775-972-8960
July 26	Ely Encampment	Jim Hays	775-972-8960
August 14 – 15	Gerlach Dash (6th Annual)	Vern Frye	775 825-1125
TBA	Annual Awards Banquet	Jenni Presley	408-996-2932

AIR SAILING NEWS Deadlines: March 31 for April Issue, August 31 for September Issue, October 31 for Winter Issue

AIR SAILING NEWS

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