

So Much Going On ...

As the 757 I'm on turns east after take-off from Reno and heads towards Silver Springs I look north and see our little scratch in the earth and Air Sailing's most familiar landmarks. The Dogskins, Tule Peak, the Virginias and Pond Peak are sprinkled with snow. Pyramid Lake is a bright blue. Duck Lake is one-third water as is Winnemucca Dry Lake. The Tracy power plant, the mine and Tiger look the same. My eyes reach further afield. There is turbulence and I wonder if there is wave.

Signs of winter in late February don't mean that Air Sailing sleeps. Gliding activities include exploring the shear lines around ASI. Orientation rides have continued. There is ongoing instruction for members and training for the Junior ROTC students, funded by ASI and run by NSA. People come to ASI to keep the rust out of their gliding skills, to check the gliderport systems, to work on their gliders, to see their friends. Visitors arrive for glider rides. Tow pilots have been available all winter and now are adding scheduling for the increasing activities.

New caretakers Gaylynn Serba and Lee Edling and Bear (the dog) are in their trailer and becoming conversant with all the complicated and interconnected systems we operate at the gliderport. Gaylynn is recovering from a broken hip, so stop by and say "Hi."

As I finish up the newsletter our first BFR/Wings Program is being run at ASI with the FAA participating, Mark Montague officiating and Lee Edling assisting. An air traffic controller and Mark will role play a glider needing to land at RNO during one of the busiest traffic times. After "classwork," BFRs are available in the NSA 2-33 or your two-place glider. I hear there are 15 to 20 participants. For those who missed this special day another BFR/Wings Day is being planned for Sunday April 25, the day after our annual Spring Maintenance Party. Sign up!

Rolf Peterson has purchased new batteries for our electrical system and they are on order. See article by Steve Smith on our system.

Dale Thompson is overseeing our windmill and water problems and windmill maintenance which includes oil change, seal replacements, wheel tightening, brake adjustments, etc. He will discuss with Tom Anderson of California Windmills specifics about changing out the

electric pump and repairing and/or replacing the windmill tank. The current symptom is that the pump will not fill the Clubhouse water tank, and the pressure switch, which should automatically deactivate the pump, never kicks in to stop it. So we are restricted to manual operation. The windmill tank is leaking profusely at the base either from freezing or wind damage and will be evaluated. Steve Smith has experience with fixes for damaged tanks and has volunteered to help, with the objective of seeing if he can repair the windmill tank so that it can serve us for one more year.

David Volkmann is exploring the possibility of a dinner/dancing/cruise on the M.S. Dixie on Lake Tahoe for our Annual Banquet. The tentative date is Saturday, October 9 with boarding at 6 PM and departure at 6:30 PM.

You will see by our calendar and all the activities announced in this newsletter that we will have a full and exciting season with many new activities. As more of our members volunteer we have even more opportunities for interesting soaring experiences. We look forward to seeing you at ASI soon. Editor



Long Time Volunteers Bob Klemmedson and Norma Burnette Look Over Air Sailing's History On the Clubhouse porch this past summer.

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 203 481-7428 or neitalibelle@aol.com
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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 _____
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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.

Welcome Our New Caretakers: Lee Edling and Gaylynn Serba

I'm Leon (Lee) Edling, the new CFIG/tow pilot/caretaker at Air Sailing. Mark Montague has me checked out in the NSA 2-33 and Jim Hays has me checked out in Blue Tow. I started out in aviation as early as possible, getting my first license in 1960 when I was 17. Since then I've been a military and airline pilot and have owned a 15-meter glass ship.

Billy Hill gave me my first glider ride in a TG-3 in the mid '60s near Fort Rucker, Alabama. We started a club and I added my Glider Commercial in our 2-22, a single seat ship and a 1-19 we called the "Flying Brick Bat."

In the spring of 1998, I worked to renew my flight instructor ratings by adding a CFIG in the ASK-21 at Williams with Kenny Price while Gaylynn sat patiently not far from the rice fields/mosquito breeding grounds. It was hot (and stable)! When it came time to take the flight test, I had to venture to Caracole Soaring in the Mojave to find a check pilot in August and it was hot again, only 118 on the ramp!

The best way to learn something is to teach it, so we then headed out for Turf Soaring in Arizona where I also got a chance to do some glider acro. Charlie Hayes left Hollister and Drew had a Duo Discus on order, so we went to Soar Hollister in 1999 where I was the junior instructor/tow pilot until Silicon Valley went down the tubes and 9-11 shut us down for a while.

Our next stop was beautiful Santa Ynez, California, working for Gary Gordon flying Blaniks. I also had a chance to do some power instructing and sometimes flew David Crosby's Baron.

Then I heard that Charlie Hayes had a DG-1000S on the way, so we came to the Reno area and spent several enjoyable months flying for Charlie and Rosemary at South Lake Tahoe.

Now, here we are at Air Sailing, waiting for summer. Gaylynn now knows what a glider bum is!
Lee Edling: 775-475-0760, cell 775-315-2055,
ledling@earthlink.net

Lee completed his NSA Tow Pilot Training in March under the direction of Chief Tow Pilot Jim Hays.

A solar charger on the roof of your trailer can keep your glider and trailer batteries charged free and puts no demand on our electrical system!

Report of the 31 January 2004 Special Meeting of the Air Sailing Board of Trustees By Ty White, Secretary, Air Sailing, Inc.

The Air Sailing Board of Trustees held a Special Meeting on January 31 in Fremont, CA. 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. We held the Special Meeting as a trial run for holding three regular Trustee meetings per year.

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

The Board agreed to fill a single Trustee slot at the next Regular Meeting, selecting a new Trustee from a list of names solicited from the membership at large.

The Long-Range Planning Committee chaired by Pam Sutton is working to revise and update the comprehensive plan that includes capital improvements to the gliderport as well as community relations and preparation for long-term population growth in Palomino Valley. The intent is to use the Long-Range Plan as a basis for a new fund-raising initiative to be launched next year.

After describing the independent assessment of our electrical system, Rolf Peterson recommended that we bite the bullet and replace 8 batteries, giving us the best chance for a stable and sustainable system for the next season. We will investigate the cost of bringing commercial power onsite, but it is still likely to be in the hundreds of thousands of dollars range.

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.

Several specific improvements were addressed with proposals funded in the budget:

- We will erect a welcome kiosk at the entrance to the gliderport to include a site map and other information useful to first time and returning visitors.
- The North/South runway will be resealed and coated.
- As part of the scheduled windmill maintenance, we will have the electric well pump replaced to avoid problems in the summer months.

What All Air Sailing Members Should Know About Our Electrical System

By Steve Smith

As the next soaring season approaches, we will be working to get the airport in shape for the season. One feature we will be working hard on is the electrical system, trying to make it more robust and better able to meet the needs of airport visitors. At the same time, I think it is important to remind everyone that we have an extremely austere electrical system that was intended only to meet very basic needs.

Many of the difficulties we have experienced with the system over the last few seasons are the result of mis-use of the system. It is understandable that many visitors may not understand that their activities may overload the system, so I hope that as people better understand its capabilities and limitations, they will adjust their usage to better fit the system we have.

The two most important functions of the electrical system are to run the electric well pump that maintains water pressure, and to provide lighting at night for the Clubhouse, Bathhouse, and hangar. A third benefit that is within the capabilities of the system is to provide lighting to the travel trailers and RVs. Charging sailplane batteries is a vital part of the gliderport, and fortunately, this is an insignificant load on the system.

But that's basically it. That's what the system was designed to do.

You may not realize it, but a hand-held hair dryer uses as much electrical power as all the lights at the airport combined (excluding the four high-power flood lights in the hangar). Toaster ovens, microwave ovens, clothes irons, and tools such as an air compressor place an extraordinary load on the system. The best time to use these is when the diesel generator is running. Yet even then, it is possible to overload the DC-AC power inverters.

If you really need to use a high-wattage appliance and the diesel generator is not running, at least check to see if anyone else is running something. This is easy to do in either the Clubhouse or the Bathhouse. A short duration usage of a hair dryer or microwave is OK, as long as someone else isn't running one too.

The Clubhouse and the Bathhouse are on different circuits, so it would probably be OK to run one appliance at each location at the same time.

Electric refrigerators, electric ovens, air conditioners, clothes dryers, and even large cooling fans, are all completely inappropriate, and should NEVER be operated from our electrical system. You may not have noticed, but the refrigerator in the clubhouse runs on propane, as does the clothes dryer.

If you would like to charge glider batteries, we strongly suggest that you utilize the table and outlets provided for that in the hangar. We will always do our best to keep charging power to that table through the night. If you charge a glider battery in your travel trailer, you run the risk of it being unplugged at night. What typically happens is that in the middle of the night, the generator will come on because of some unknown high demand on the system. It is impossible to determine where the source of the offending load is, so we have no choice but to unplug all the travel trailers to try to isolate the load. When that happens, you will find that your battery has not been charged through the night.

So, I mentioned that we were working on improving the system. What's happening? Well, for starters, we have ordered a full new set of large-capacity batteries that should serve us better than the old set that we bought used. These are scheduled to arrive in early May, and hopefully will be installed and working by mid-May. These new batteries will probably need to be charged just as often, but will charge faster and offer better peak-load tolerance. The other big thing is that we will adjust the loading on various circuits. It wasn't such a good idea to put the hangar outlets and the well pump on the same circuit. What happened very often last summer was that someone would plug in the air compressor at the same time that the well pump was running, and this overloaded the DC-AC power inverters. The operator of the compressor would then go on about their business, and no one would know there was a problem until there was no water pressure left. So by re-arranging circuits a little, we hope to make the system a bit more robust and tolerant. But these improvements are not going to transform the system to operate like the power you have at home.

Please bear in mind that it is a very austere system, not suited for long duration, or large power loads.

Cross Country Camp by David Prather

Do you know every reliable thermal source within a defined radius of your home gliderport? Is local soaring for a couple of hours no longer really challenging? Do you wonder how some pilots regularly fly distances of between 40 and 200 plus miles and return in time for dinner? Maybe you've thought about soaring cross country, but you have some apprehension. After all, there are many possible undesirable outcomes to a cross country flight that you'd want to avoid. Developing the knowledge, skills, both flying and decision making, and attitudes necessary for safe cross country flight will help you safely transition to this exciting dimension of our sport, opening doors to badges, contests, records, and some really exciting and enjoyable recreational flights.

The 18th Annual Air Sailing Cross Country Camp continues a longstanding tradition of introducing novice and intermediate pilots to the joys of safe cross country soaring. We use a well-honed curriculum of informal presentations on such topics as optimal lift utilization, soaring meteorology, cross country planning, flight optimization, landouts, and others. Orientation flights with an experienced "lead," or mentor pilot complete the educational experience.

This year, we are proud to announce that, through the efforts of Rolf Peterson working with the SSA, the camp has gained official recognition as an SSA Recognized Cross Country Camp. Additionally, Rolf will be running Air Sailing's second SSA Master Instructor Cross Country Program this year in conjunction with the camp. Thanks to Rolf and to those lead pilots who have refined the curriculum over the years!

Camp days begin at 8:00 a.m. with lead pilots leading each of the 2 morning sessions. Both the content and the presenter emphasize safe and practical techniques that will help participants develop the knowledge and decision making skills to maximize their performance in the sailplane and to minimize risk and stress. At between 11:00 and noon, we break for lunch and small group planning with the lead pilots and participants, and then we ready the sailplanes for the afternoon flights. Launching when conditions are good, lead pilots each take about 2 students in their own sailplanes on the day's orientation flight.

The goals of each of the orientation flights and the grouping of participants with lead pilots are set based on a combination of participants' experience levels and personal soaring goals and the available soaring

weather. By the end of the week, if the weather is cooperative, we attempt a Gold Distance flight with anyone who is ready!

Of course, the flying isn't the only fun. A variety of evening events, from dinners to a local landing sites tour and a soaring movie night complete the camp experience.

None of this is possible, however, without the dedication of the lead pilots and the other volunteers. The lead pilots bring varied soaring experiences and associated perspectives to the camp, ranging from intermediate-level cross country pilots to veterans of regional and national competition. However, they all share a dedication to promoting the sport of soaring and to helping others safely transition to cross country flight. They believe that making new friends (and possibly Air Sailing members) is the best compensation of all. The volunteers provide such help as oxygen fills, takeoff line management, glider staging and put away, and countless other little things that help make the camp safe and enjoyable for everyone. Much of the assistance in the past couple of years has come from high schools JROTC students who work tirelessly under the coordination of NSA members. Of course, we can't forget the tow pilots who see some of their busiest days during Air Sailing camps.

This year's camp is receiving quite a few registrations and we may have need for a few more lead pilots, and it always seems we could use volunteers for all those little things. If you are an intermediate-level cross country pilot who could dedicate the week of May 30 – June 4 of this year and you have an interest in mentoring other pilots, please contact Dick Horn via email at dhorn15@comcast.net or David Prather at dwprather68@yahoo.com. Use these same contacts to register for the camp. Unfortunately, the Air Sailing trailers are full for the week, but there is no shortage of RV or tent camping capacity or accommodations in Reno. We'll see you in camp!

Tow Schedule: April 1 to June 13

Through April, **ASI Tow** ("Red Tow") and **NSA Tow** ("Blue Tow") are available on call. Stand-by tow pilots are: Wednesdays: Roger Harris, 530 272-6354; Saturdays: Jim Hays, 775 972-8960; Sundays: Bob Spielman, 775 345-0410. Any other day make arrangements by calling Jim Hays ahead of time. May 15th through June 13th we will have a tow pilot at Air Sailing every day in support of events and two tow planes on most of those days.

Oxygen System Checkout By Bob Spielman and Frank Waxham

ASI owns the oxygen equipment and NSA maintains the system to supply oxygen to the pilots. NSA does not charge their members for oxygen but non-NSA members must pay for it, preferably by cash or check in the oxygen cart box or by IOU to be billed. We buy our oxygen from Airgas and it is a high expense for NSA. In 2003 it amounted to about \$1200. Hermann Michel took care of the maintenance of the system and he had to replace the valves on the cart several times. He also put a new high pressure hose on the long oxygen line.

The biggest problems are: not getting checked out on the equipment, using the wrong sequence of bottles which wastes **a lot** of oxygen, letting the oxygen flow at a high rate and thus destroying the valves due to overheating, not bleeding the oxygen left in the hose back into the low bottle when you are done. So please ask again at the beginning of your season how to use the system. Also please make certain that any new people are checked out on the system by an NSA member.

So here is your checkout:

Be sure all bottles are closed and all lines are closed. Connect the line to your tank. Then open your oxygen tank's valve. Next open the valve **on the oxygen line** that you connected to your tank. Open the brass valve on top of the oxygen panel (above the two gages). Use the valve on the **lowest** oxygen tank cylinder to let the oxygen flow **SLOWLY** into your bottle as it can better stand the heat than the line or the panel valves.

When the pressure has equalized only then close the top brass valve and then close the valve on the large cylinder. Mark the pressure on the white tape on the cart's bottle.

Repeat using the next highest cylinder and the next until you are on the high cylinder. Then close the valve to your oxygen system, the valve to the high cylinder and bleed back the oxygen in the line to the low cylinder. Be sure to have marked the remaining pressure on the white tape on each of the cylinders.

We don't fill our club gliders higher than 2000 psi even though the highest bottle may be 2500 psi. No, you can't fill your small bottle to 2000 psi even though the big bottle is 1600 psi. Size won't make it work, pressure does.

There are other things to look out for including our not losing the adapter. The oxygen hose fitting will fit the glider oxygen cylinder's large fitting. We have an adapter which will fit the small fitting on many gliders, but we guard it like gold and don't want to lose it like we have many times in the past. Air Sailing will have to buy one and they're very expensive.

Please don't park the oxygen cart under the Clubhouse roof. It's a fire hazard and we've already had damage to the posts on the overhang.

Reminders: the oxygen bottle in your glider should be pressure tested every 7 years. Nevada Cylinder Testing at 1080 Marietta Way (359-4444) will test them for \$18. And please pay for your oxygen.

Frank Waxham (Crow) is presently taking care of filling and replacing the oxygen cylinders and we'd like to have someone help him and eventually take it over.

AIR SAILING SPRING CLEAN UP SATURDAY, 24TH OF APRIL, 9:00 AM

Pick your favorite...trimming, painting, sweeping, cleaning, munching, talking, weedwacking. Help get your gliderport ready for the busy 2004 season. We're saving a job for you! Free lunch!

NSA-ASI VIDEO LIBRARY IN OUR CLUBHOUSE By Roger Harris

View from Club Tow: Club Tow and ZT
DJ is Back! DJ and ZT
Kestrel's Turn: Aerobatics in DJ
TP Toss: Icarus Cutting Up
Two is Better than One, Double Tow
Can't Let Go-Land on Tow! Landing on Tow
NSA Safari, June 2001, Five Days Out
Catchin' Air (Classroom), Intro to Gliding
NSA Bishop Trip, June 2003, Whites and Inyos
NSA Gerlach Dash 2003, A Pilot's Perspective
S.O.S., Spotted Owl Soaring, Tour of Inyos

We extend our condolences to Bob McKay for the loss of his daughter, Nancy, in March in Reno, NV. Nancy was Bob's crew for many years and drove Bob's turquoise and white truck to many landouts. She will be remembered for her energy and her eagerness to help out.

Insurance requirements for all pilots and aircraft operations at the Gliderport

All pilots and all owners of aircraft operating at the Air Sailing Gliderport are required to provide proof of acceptable aircraft insurance; furthermore, all pilots must certify they have read the current Air Sailing Gliderport Operating Rules and Policies.

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.

The current Air Sailing Gliderport Operating Rules and Policies are distributed to the membership via the spring issue of the Air Sailing Newsletter, they are posted on the hangar office window, they are available at www.airsailing.org, and they are distributed in the registration package for each ASI-sponsored event at the Gliderport. Pilots may certify they have read the current rules and procedures by signing a certification log located in the office hangar or by sending a statement certifying they have read the current rules and procedures to the e-mail address below.

Obviously, Air Sailing must provide an exemption from these requirements for land outs and other transient pilots and aircraft, but these pilots should be made aware of the requirements for future reference.

For questions or comments regarding these insurance requirements or the operating rules and policies, please contact David Volkman at drvolkman@charter.net or 775-787-3197.

Traffic Advisories at Air Sailing Gliderport

From the Aeronautical Information Manual (AIM):

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.

NSA News

GLIDERS: The 2-33, 88S is currently on line and will be busy this summer. We're planning on the annuals in May so come out and help if you can. We'll be adding two more 1-36s in May. We're tailoring our fleet around the amount of glider use. The VHF radio in 88S doesn't work very well so we're buying a handheld for it.

Thanks to Bill Davis for rebuilding the trailer for 17E which now looks brand new. We'll need help registering the other trailers about May.

New rates on the gliders are \$12 for the 1-26 and \$16 for the 2-33 and 1-36 for members and slightly more for guests so we can build up the engine overhaul account for the Pawnee and our insurance fund. Guest members are required to carry insurance. Contact Bob "CHUKAR" Spielman at 775 345-0410, thudpilot1@msn.com for details. We are now self-insuring with the pilot being responsible for the first \$2500 (called the "canopy clause"). Avemco offers Non-Owner's Insurance for this amount for those who do not already have insurance.

ANNUAL MEETING – April 24th (ASI work weekend) at 2:00 PM in the ASI Clubhouse. Elections will be held. Let Owl, Chukar, or Snoopy know if you'd like to run for office. Volunteers are also needed to weedwack around the gliders, wash gliders, take parachutes for repacking, fill oxygen bottles.

Nearly everyone at ASI is non-current in landings and most accidents occur after a winter layoff period and during takeoff and especially landing. If you aren't taking a BFR we may ask you to fly several patterns with one of our more experienced and current pilots or instructors to get recurrent this year before you fly club gliders solo

RONs: Remain Over Nights. Since many members cannot, or do not desire to go for a week of Safari, we are instituting a program that allows structured, supported cross country to a nearby destination. The flight out will be on a Saturday, and we will soar back to Air Sailing on Sunday. This will allow members to invite family or friends to join us at the destination Saturday afternoon. Some destinations are Truckee, Sierraville, and Yerrington. We are in the experimental stage with an online calendar: <http://www.calendar.yahoo.com/nsaasi> for the coming week. If events are scheduled, a tow pilot is available.

Memories of my first visit to Air Sailing Gliderport by Dave Cunningham

I envisioned a transition from power to glider, my next goal in a self-imposed tradition of acquiring a new rating every two years. Through referrals I spoke by telephone with Bob McKay and Carl Herold, learning about Air Sailing Gliderport and Charlie Hayes' instruction out in the desert north of Reno. It sounded appealing.

"I can find this place," I thought to myself and headed to Reno from the Bay Area, bringing along gear and food to last for a few days – Bob and Carl and Charlie had described the limited facilities available at that time! After passing through Reno, I was pleasantly surprised to discover that the highway north was a nice, big, paved road. Then the roads got smaller and smaller and bumpier and bumpier. I saw in the distance the huge Warm Springs Valley, beautiful and awe inspiring, and within the valley a small cleared area. Could that be the gliderport? I continued down the bumpy dirt road going sideways more often than straight-ahead (conditions are much improved now)!

I arrived and there were the runways and a tow plane! It was a bit rustic, but a very nice respite from the city.

I was warmly welcomed by Charlie and given a very thorough safety briefing about the standard operations for the gliderport. Shortly after a preflight and a review of the systems, I was taking my first flight in a glider, a big yellow 2-33, kind of ugly yet distinctive and attractive in its own right.

Off a very hectic tow (Bob Dwyer was the towpilot that day) that I now know is normal at ASI, all was silent, even still, yet we were going up! We went around and around all the way to 12,000 feet. There was guidance and likely some hands-on by Charlie in the back seat but we'd caught a booming thermal. Air Sailing was all that people had told me for the soaring conditions

I will always remember my first view of Pyramid Lake from 12,000 feet, huge and beautiful, as we went around and around, the lake coming into view on each pass. I knew I wanted to come back to Air Sailing Gliderport. I took five flights that day. That night I sat with Rosemary and Charlie watching a lightening show. I stayed on and soloed the next day. Was it hot? It was Air Sailing! And I returned three weeks later and passed my check ride.

Long Ago and Far Out

by Dale Thompson

Long, long ago, way out in the Warm Springs Valley there were no trees. There wasn't even airport.

First came the dirt strip, and by 1975 there was a well with a hand pump. About that time a group with a vision started planting trees. The Burnettes, the Newgards, the Herolds, the Fischers.... I wasn't there, but like today's airport users, I certainly appreciate the efforts of those visionaries of 30 years ago for our trees provide more than shade, they are home for many birds, they temper the afternoon heat and they break the wind.

Over the years Air Sailing volunteers have planted and nurtured about 125 trees. In the beginning, a hose and a watering can fed them. Then there was a basic watering system made of black plastic pipe. During its life it was extended and expanded like Topsy until in 1999 the board approved funds for an up-grade, and more volunteers installed our present irrigation system. Would you believe there are five miles of pipe buried in the ground to carry water to the five separate watering zones?

Our well has two pumps: an electric rotary at about 110 feet and the windmill's piston pump at 84 feet. Most of the watering in the last few years has been from the electric pump because the windmill system lacks both adequate water storage and pressure to provide the high volume needed for irrigation during hot weather.

The current irrigation system is managed through the valves located in the valve house behind the clubhouse. Water is supplied from either the electric or windmill pumps, and is then diverted to the five irrigation circuits. We normally open only two of the five circuits at a time. To open more keeps the pump running continuously, which we'd rather not do.

The details for operation of the irrigation system are documented in a notebook that is stored inside the door of the valve house. Since this is a volunteer operation, we also maintain a clipboard with a log sheet that records what was watered, when and for how long, allowing the next volunteer to check the record and water the trees that need it most. In warm weather, the objective is for each circuit to receive water for about six hours, at least twice a week. In the winter the system is secured, and in the spring and fall the trees are watered about once a week. (Talk to Dale about helping out – Ed).

Tree trimming has been done by both volunteers and paid professionals. As the trees grow and we continually add new ones, it has become more and more difficult for volunteers to handle the heavy trimming. In 2003 we hired a five-person professional crew, led by a certified arborist, who completed the job in two days. That trimming cycle should last four or five years. Removal of damaged limbs, limbs that may be a hazard, and other spot trimming can be handled by us on an as-required basis. This is a standard item on our Spring Clean-Up work list.

Our irrigation system's underground distribution network is quite robust, consisting of one-inch and three-quarter-inch PVC pipe. The above-ground piping (the five-eighths inch black tubing) is much less robust and must be monitored at each use to insure that it hasn't been compromised by a lawn mower, a chewing rabbit, or that one of us hasn't stepped on an emitter and broken it off. Above ground pipes will need to be buried to make them last.

One of the nicest comments I've heard about our trees came from Eunice Newgard a few years ago when, after an absence of several years, she smiled at our trees and said, "This is exactly what we dreamed about when we planted the first trees".

Odds and Sods

Dave Cunningham is recovering from a broken leg and two surgeries but should be up and running by the August Badge Camp which he will be directing. See <http://airsailing.org/downloads/2004BadgeCampAnnouncements1.pdf>

Avemco's latest newsletter states that the majority of claims their company settled were for losses to the aircraft while it was on the ground, such as windstorm, vehicle impact, hail damage, etc. Make sure your glider is secured at all times when you are not launching – with the canopy down and locked.

The **JROTC Program** continues with one student possibly getting close to solo. We look forward to seeing more young people out at ASI this summer volunteering to earn flights.

Landouts: This program is designed to offer structured practice landouts. It will include seminars covering landing site selection, procedures, and actual landouts with tow plane support on our local dry lake beds and airfields.

2004 Calendar

April 24	Spring Maintenance Party	Dale Thompson	510-223-4259
May 15/22	NSA Dry Lake Landout/Flannigan	Jim Hays	775-972-8960
May 24-28	Thermaling Camp	Rolf Peterson	925 447-5620
May 31-June 4	XC Camp and SSA Master Instructor Course	Dick Horn David Prather	408 737-7887 530-672-6993
June 6-12	Sport Class Contest	Jim Gager	623-241-0708
June 13-20	NSA Bishop Encampment	Jim Hays	775-972-8960
July 3	NSA Dry Lake Landout/Sano	Jim Hays	775-972-8960
July 26	NSA Ely Encampment	Jim Hays	775-972-8960
August 7	NSA Dry Lake Landout/Sano	Jim Hays	775-972-8960
August 14-15	Gerlach Dash (6th Annual)	Vern Frye	775 825-1125
August 23-27	Badge Camp	Dave Cunningham	925 933-4558
TBA	Annual Awards Banquet	David Volkmann	775 787-3197

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

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