

Air Sailing News



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ASI web site: <http://www.airsailing.org/>

September 2004

LET'S TRY SOMETHING NEW!

The 2004 Air Sailing Annual Banquet will be a memorable Sunset Dinner Dance Cruise aboard the enchanting M.S. Dixie II departing from Zephyr Cove Marina on beautiful Lake Tahoe at 6:30 PM on Saturday, October 9, 2004 for 3 ½ hours of good food and fun. We will enjoy a magnificent Lake Tahoe sunset while feasting on a scrumptious dinner of center cut USDA Choice New York steak, salmon filet, grilled breast of chicken, or rainbow tortellini, followed by dessert and coffee. After dinner and cocktails there were be dancing to live music!

Reservations a must! Please register with David Volkmann at drvollmann@charter.net or 775-787-3197. Cost is \$48 per person. For more information, see zephyrcove.com/MSD/index.html.

Two Solos at Air Sailing

Cody Chase, one of our Billy Goat Hayes Scholarship students with the North Valleys High School JROTC soloed July 7 and had his shirt properly cut by Bob Spielman. Bob has been mentoring Cody over this past year, driving him to and from ASI for lessons with Lee Edling in the NSA gliders. Cody, since solo, has been soaring and we hear he reached 15,000' in August and just got his A, B & C Badges. He is beginning his studies with Bob, Lee and with Mark Montague for the FAA Written Exam. Cody is a Senior.

Other JROTC Scholarship students are Thomas Reider and Patty Cordova. Thomas is working towards his solo and Patty has begun lessons. To date NSA has given twenty-six Orientation Rides. We'll see Cody's photo in our next issue along with a photo of Billy Hull, NSA member, who soloed this in August.

Update on Trailer Situation

By Pam Sutton

As many of you are aware, Washoe County has determined that the RV area at Air Sailing does not currently conform to the county code. To continue using RVs at Air Sailing we must submit a Special Use Permit (SUP) by November 15, 2004 that outlines how we will bring the RV area into conformance with county standards. The Board of Trustees is working on this now.

After submission, the SUP will be sent to various county departments for review, after which it will go to the

Planning Commission for approval. This process can take 45 to 60 days and will be completed no later than the end of March. We will work closely with the County during this process. Apparently, once the SUP is approved we will have up to two years to make required improvements.

Gaining the support of our neighbors is critical. We will be spending time explaining that we're not planning anything that will alter the rural environment of the Palomino Valley – but that we're merely coming into conformance with county code. This will also be discussed at a December meeting of the Warm Springs Citizens Advisory Board.

For now no long term storage is allowed and none will be allowed even under the Special Use Permit. The gliderport is also not accepting any new permanent or semi-permanent travel trailers. We'll keep you posted on our progress any may be asking for your help.

Tow Pilots/Blue and Red Tows

Mondays and Tuesday will be Red Tow when Lee is available. And effective September 8 tow pilots will be on call except for Wednesday and weekends:

Bob Spielman: 775 345-0410, 560-2406 cell
Roger Harris: 530 272-6354 263-2734 cell
Colin Aro: 775 746-5190, 925 784-0049
Bob Wells: 775 825-4599
Lee Edling: 775 4750255 at 9 AM or
775 722-9188 cell



Jim Hays, Our Chief Tow Pilot (see page 4)

Newsletter of Air Sailing, Inc. is published quarterly and is free to members of ASI and to clubs with which we exchange newsletters. Correspondence should be addressed to Editor: **Neita Montague** at 38A Brockett's Pt. Rd., Branford, CT 06405-4917 or neitalibelle@aol.com
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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: Neita Montague, 7840 Tamra Drive, Reno, NV 89506 - neitalibelle@aol.com - 775 5 27-2789

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.

Air Sailing 2004 Thermaling Camp

By Rolf Peterson

Seven participants attended the 10th Annual Air Sailing Thermaling Camp held May 24 - 28, 2004. Participants were:

Morteza Ansari	Newark, CA
Gary Bennett	Grass Valley, CA
Bob Deans	Redwood City, CA
Richard Hilliard	Hayward, CA
Pat Macauley	Jackson, CA
Paul Vincent	Oakland, CA
Bob Zahradnik	Durango, CO

Paul Vincent and Bob Zahradnik also attended the Air Sailing Cross-Country Camp the next week.

Morteza Ansari Talks of His Week

In short, conditions were amazing! Even I could stay up as long as I wanted. I have never flown in conditions like this before and the hardest part of pretty much every flight was getting back down to the runway.

Winds were blowing pretty hard with nasty gust when we arrived on Saturday. Every few minutes there were dust devils moving through the area sand-blasting everything on their path. Bob and I were looking at each other thinking how the heck are we going to fly in these conditions! In any case, Bill, Rich, Bob, Norm, and I spent most of the afternoon putting FB together and getting it ready for Sunday.

On Sunday, winds were much calmer and the sky looked great with cu's popping everywhere. I hooked up with Rolf for an area orientation flight. Man, the tow pilots there have no fear of terra ferma! On my tow I reached for the yellow knob at least 3 times. These guys fly way too close to rocks for a flat-lander pilot's taste (after a few tows, it wasn't that big of a deal though!). We had a great flight and Rolf pointed out all the local landmarks.

We started the classroom work Monday with a very interesting presentation by Mark Beadle from Reno Approach on "Traffic Conflict". Jim Hays then gave an overview of ASI operations. He runs an amazingly professional operation. I launched past two to a nice thermal followed by a straight climb to 12,000' in only a few minutes. Wow! I wandered around the valley for a few hours until freezing toes and a sore behind forced me down. One tow, 2.5 hours of flying.

After Tuesday's class I had to work a bit harder to get to the cloud base. I was up and down for about almost

a full hour before making it to 14K. From there on in it was a breeze. I flew up and down the valley as far north as I had map coverage on my SFO sectional (Always have the Klamath Falls sectional with you), and on the south side, passed Spanish Springs. After 3.5 hours, I decided to stretch the time for my Silver Duration. There was a nice cloud street from Air Sailing to Stead, so I just flew up and down back and forth between the two, pretending to be a U2 pilot! Once I was sure my five-hour was done, I went down and landed after 5.9 hours, four hours of which were above 11K at a nice cold -16 Celsius.

Wednesday morning class went pretty well, but the day didn't look that great. There was high cirrus covering most of the sky, but by the time we launched, a few cu's were popping around. On the tow I found a nice little 10 kt thermal (or I thought I did) and released on the early side, but couldn't find it again. So it took some scratching and after about an hour I made it to the cloud base. I then headed north, but couldn't go much further than Tule peak after hitting some serious sink, so I turned around and headed south and cruised around 14K, losing only a few hundred feet between clouds. A half an hour later I was sitting on top of Tiger airport at 14K trying to decide whether I should go for a landing in Silver Springs to claim my 50K and get my Silver or stick with the limitation of our sand box that Rolf had given us. I tell you, it was very hard convincing myself not to go, but I decided, given that I didn't have explicit permission of club to go XC in the glider, so I turned headed back. Based on my calculations I could do a straight glide to Carson City from where I was! In retrospect I should have called Rolf and checked with him to see if I could land and claim my Silver Badge.

On Thursday the winds picked up quite significantly. After having seen what the winds can do up there on an afternoon, it was a pretty easy decision to stay put. Instead Rolf drove us around the valley and we checked out a number of possible landing fields. It was very educational to look at the fields close up.

Over all an unbelievable five days.: four flying days, five tows, almost fifteen hours of flying, my Silver Duration and Altitude, and knowing that I had my first real cross country in the bag with over 150Km out/return. It couldn't have been better. Thanks to Monique Weil for suggesting I attend the camp, to Bill for his generous help in getting FB up to Air Sailing, to Rolf for organizing the camp, and to Air Sailing folks for a wonderful gliderport and being so helpful in every way. I can't wait until the next camp!

Jim and Donna Hays Moving to Idaho

Jim Hays came to Air Sailing by way of hang gliding after a career as a Naval Aviator. Later he ran an FBO. He became the power behind the purchase of both of our towplanes, the main force for getting the towhooks and the licensing for them. Jim set up a tow pilot training program, the RONs and the Dry Lake Landouts and volunteered countless hours to NSA and ASI.

Jim and Donna were the enthusiastic founders of the Bishop Encampment (see article) and encouraged the Ely Encampment. In addition to being Chief Tow Pilot Jim towed four to seven days a week when other tow pilots were not available. He served on the ASI board and worked with the JROTC providing the Orientation Course. He generously gave of his time energy and thought to all of us in the soaring community and he and Donna will be sorely missed.

The June Bishop Encampment

The trip down to and from Bishop provides some of the most spectacular sights in the West with changing flora and fauna, mountains to grasslands, dry to humid, lake to desert. Fifteen pilots and support crew went to Bishop for six days: Varian Harris, Jim and Donna Hays, Pat Macauley, Barbara Morgan, Linda Monahan, Neita and Mark Montague Jerry Mowbrary, Peter Neumann, Maynard Perkins from Alaska (Ed, we missed you!), Kurt Redinbaugh and son Ian, and Larry Stuck and Roland Swirsky. The Trees Motel was the evening hang out under the cottonwoods. Jim and Donna displayed their can-do spirit and Southern charm and cooked incredible meals for all of us for four of the six days, hauling most from Reno and using the motel room kitchen plus the outdoor BBQ. Oh, the size of those steaks!

Long flights were between 200 and 400 km and views along the Whites and the Sierra were breathtaking. Roland made a flight of special significance to him: down along the high Sierra escarpment to Mt. Whitney and back.

Barbara, Donna and Varian ran the flight line superbly with Jim Hays doing the daily towing. Doug Gray manhandled oxygen cylinders for an entire day and Jerry Mobray distinguished himself both in the air and on the ground.

The Encampment even had visitors! Dave (recovering from a broken leg and several surgeries) and Kathy Cunningham couldn't stay away and drove down for a stay and Charlie Gore flew down for the day in his newly refurbished Scout (the old NSA Scout) with wife Suezie who went fishing.

The Tigger was handed out daily for "deeds" done in flight with Larry ending as his guardian until next year. And Peter Neumann recovered the PASCO Egg from California City, leaving it at Bishop for an Air Sailing member to recover for us.

The July Ely Encampment By Doug Gray

Bob Spielman,(Chukar) John Koehm (Osprey),,Peter Neumann (Spotted Owl), Rich Miller (Dickey Bird), Ed Thunen and I spent a week soaring in Ely. One of the NSA golf carts went too, stripped of its roof and steering wheel so as to fit into the back of Bob Spielman's truck. Varian Harris volunteered as crew with our thanks.

Monday started with briefings by Dan Calaghan, who runs Ely Soaring, and Carl Herold. There are very few airports in E. Nevada and they are far apart. Some airstrips shown on the maps no longer exist and others are discovered daily. There are fields but they can be difficult to find with tough access from the ground. We were told tales of 3-day retrieves, including one about a dry lake which turned out to be sand dunes. Dry lakes can be particularly difficult to get to when you do not know which dirt road or track to take. Pilots should carry water, food, sleeping bag, etc. for a possible overnight stay with their aircraft.

Dan recommended cell phone calls to your crew from the air before getting too low. Cells are far apart but can be used over long distances provided the pilot does not wait too long.

Carl outlined overdevelopment and other weather issues, including the characteristics of virga, the types of virga to avoid, how to use virga to find lift areas, and areas which are precursors to lightning. It is possible to get massive downbursts, severe enough to put a glider on the ground within minutes. Downbursts hit the ground and cause gust-fronts of 30 to 50 knot winds which can overturn gliders with ease. Their approach can often be detected by the wall of dust they pick up.

The way to fly an area like Ely is to get high and stay high. Typical cloud base is 18000 ft. Typical thermals are 3 - 5 knots up with the strong ones 8 - 10 knots. Cloud streets often allow long distances to be flown without circling.

Monday had local areas of overdevelopment but it was possible to fly cross country by avoiding the black areas and by continually monitoring developments to make sure a route back to Ely was available. My flight was to the south, until I met lightning, then attempted to go towards Eureka until that direction got black too, and then I headed back to Ely. Pete Neumann went to Tonopah and return.

Tuesday started overdeveloped but we tried to fly. Four or five gliders launched and then a gust front struck us from the North just as I was about to launch. I had to stay in the cockpit while Dan and Janos held my aircraft down through the accompanying rainstorm. The other gliders landed on a variety of runways as the wind shifted.

Wednesday was better. We all launched early and headed out. I went west past Eureka, then south to Carrant, then north past Ely and along the mountain range for a 320 mile flight. The 1-26 and 1-36s attempted a Diamond Badge flight, north and south along the two mountain ranges on each side of Ely. Two of them landed out, Dickey Bird in a pasture 20 miles north and Chukar in an abandoned pasture south near Lund. Ed Thunen and I went looking for Bob, who was walking out towards Hiway 6. After cruising up and down the roads we eventually caught up with him at a truck stop where he had hitched a ride. There was little daylight left so we left the 1-26 out overnight. Chukar and Varian Harris (Verio) retrieved Chukar's glider early the next morning.

Thursday started clear and dry. I did another triangle including a long cruise just below a cloud street. I was getting bored when I got myself low in the valley east of Ely. I suddenly realised I was in a big sink hole downwind of a mountain range with growing virga blocking my way to safety. I had to turn and run, then find some weak lift to sustain me until a newly-developing cloud provided a strong thermal which gave me the height to go around the virga and get back into the Ely valley.

Friday began with clear skies and very little cloud all day. I chose to go south where the lift got progressively weaker and more difficult to find. Most pilots made only short flights this day except for Peter Neumann who attempted 1000 km. He finished up at Elko where he left his glider.

Friday evening most of us disassembled the gliders. You should have seen some of the techniques the 1-36 pilots have developed for disassembly: get under the wing, support it with your back while it is pulled out of the fuselage, and then roll over with the wing on top of you.

Ely requires flying long distances over desolate unlandable stretches. And at the back of the mind is the thought that a downburst could dump you down there. On the other hand lift is strong and widespread.

Eastern Nevada is greener than the west. The scenery is not as torn up by human activity as is the Reno area. It is a joy to drive the desolation of Hiway 50 and to look off into the great distances. But watch out for the dust devils on the road. I drove through one, and it shoved my vehicle and trailer entirely into

the left lane. Luckily there was no other traffic nearby.

I stayed an extra day in Ely to visit the Great Basin National Park, an hour's drive to the east. I tried to hike up Mt Wheeler, a 13000 ft **peak**. **It was very exposed, with winds** of 35 plus knots, with occasional moments when the wind would suddenly quit. I caution anyone to be very careful in ridge soaring this peak or any of the others in the region.

Peter's Perigrinations

By The Phantom

Peter Neumann's Ely trips took him to Eureka and back, Tonopah and back - and the last day to Jackpot, landing at Elko after running out of daylight. He stayed overnight, leaving his glider well tied down. Vern Frye (Eagle) flew down from Reno to pick Peter up in the Commanche and they flew to Ely.

Peter then towed his glider trailer the 175 miles to Elko to retrieve his glider. He found a deputy sheriff blocking the entrance to the airport. Peter asked if there was a terrorist incident and the policeman said, "No," that a wind had come through and destroyed part of a hanger, an airplane and a glider.

Peter's HPH 304 has been blown through the air about 150 feet and was totally destroyed. This freak wind also took off the roof of one of the oldest hangers (built in 1922) in the U.S. As we go to press we hear that Pete already has a glider lined up for his next soaring adventures, this one with winglets.

Odds and Sods:

- ❖ New taxiways are being built at Silver Springs and Dayton Valley airports will be repaved.
- ❖ Thanks to our caretaker, Lee Edling, for keeping ASI in such good order for all the events this summer.
- ❖ Time to check your trailer tie-downs! Several have been moved in the winds. Come check your trailer and soar!
- ❖ To schedule a glider rental with the Nevada Soaring Association, go to their calendar on www.calendar.yahoo.com/nsaasi

RUBEN ZELWER

As most ASI members know by now, my dear husband, Ruben Zelwer, died on May 8, 2004, after taking off from the Air Sailing gliderport in his ASW-20. The tow rope broke at about 300 feet, and Ruben crashed attempting to return to the runway.

A memorial and burial service for Ruben was held on May 14 at Rolling Hills Memorial Park in Richmond, California. More than 200 people attended the service, which was led by the clergy from Ruben's synagogue in Berkeley. Several people who knew Ruben well spoke eloquently at the service, including Vern Frye, representing the soaring community.

I want to thank the many people from ASI, the Nevada Soaring Association, and the Northern California Soaring Association who came to Ruben's funeral. It was an enormous comfort to me and to Ruben's sister and daughter to see so many friends who cared so much for him. I am also deeply grateful for the many cards, letters, poems, phone calls, and email messages I received from the soaring community, and for the donations in Ruben's name to ASI for the Memorial Grove. My thanks also go to everyone who took the time to write to the SSA and Soaring magazine to protest the dreadful "Safety Corner" column about Ruben's accident in the July 2004 issue.

I wrote an obituary for the newspaper at the University of California, Berkeley, to tell people a little more about Ruben than most of his colleagues knew. Here is a slightly revised version, for ASI friends.

Barbara Morgan



Ruben was born in Bogota, Colombia, and grew up in Caracas, Venezuela. (Ruben's NSA bird name was Condor, for the Andean condor, the national bird of Colombia.) Ruben came to the United States when he was 18, first to Pasadena and then to Berkeley in 1960. He loved Cal, the town, and the Bay Area from the first day he arrived, and he never left Berkeley. He graduated from the campus with a bachelor's degree in Engineering Geosciences in 1963 and received a Ph.D. in the same field in 1971.

Ruben worked for Space Sciences Laboratory, Lawrence Berkeley National Laboratory, and the campus offices of Institutional Research, Environmental Health & Safety, and Information Systems & Technology. He had more than 32 years of service to the University of California and was planning to retire this summer.

He was a gentle, courtly, good man, with an intense interest in everything. He could focus and listen to people on any subject, even "boring farm stuff," according to his Dakota sister-in-law. He studied Torah; he loved music; he was smart and athletic; he could cook and fix things, and sail and fly, and he was known for his most excellent guacamole.

Ruben is survived by his wife, Barbara Morgan, also an employee in Information Systems & Technology; his daughter Colette Zelwer of Berkeley; his sister Manuelita Zelwer and niece Sara Margarita Valero, both of Caracas; his stepson Gavriel Pilorget of Mulino, Oregon, and numerous members of the Stockhammer family in Geneva, Lausanne, and Zurich, Switzerland. He will be greatly missed by his family and his many friends in the campus community and beyond.

Air Sailing Region 11 Sports Class Contest

by Ty White

The Air Sailing Region 11 Sports Class Contest was held June 7, a good, safe event in some of the strangest weather ever seen by long time contestants in the 25 year history of the ASI contest series. The seven entered gliders were a good Sports Class mix, ranging from a Duo Discus team flown by John Apps and Mike Green, to two PW-5s, one piloted by the 2003 contest winner Jim Gager, and the second by another returning contestant, John Downing. In between were: Ventus C flown by Jim Hamilton, ASW-20 piloted by Rolf Peterson, 1-35 by David Prather and a venerable ASW-15 piloted by Bob McKay.

Day 1 was forecast for high winds aloft, and a Modified Assigned Task (MAT) of two hours was called with a first turn of Constantia, hopefully allowing use of the Sierra wave. As it turned out, none of the contestants connected with useable wave, even after hours of looking, but rather took advantage of wind-torn thermals. Five contestants completed the task, including winner Jim Hamilton, who flew his Ventus to Constantia, then downwind to Flannigan, where he climbed near IFR in the awesome dust devils rising from Flannigan Dry Lake, then back to Air Sailing, southwest to Stead, then a jog to Wofford Strip and home for finish. Jim worked hard for the 94.79 miles that gave him a handicapped speed of 39.2 mph. Meanwhile, 60 miles south at Minden, pilots in the FAI Regionals were achieving 90 mph speeds in the Sierra Wave.

Day 2 (June 8) was another weather challenge at Air Sailing. Cu's were already forming in the early morning and continued building in every quadrant. We called a 2 hour MAT with a first turn at Tracy Power Plant. The sky to the west looked ominously dark at the time of launch, and soon after the task opened, it began to rain on the Dogskin range just west of the field. By midafternoon, there was rain ringing the airport, but for the most part none actually at Air Sailing. The four finishers all stayed in relatively close and were able to return to ASI before it was totally socked in. The winner for the devalued day was Rolf Peterson, who flew his ASW-20 90.43 miles: to Tracy Power Plant, Silver Springs, and Hazen before sneaking home from Nixon through a gap in the rain showers. Rolf came in undertime for a scored speed of 45.22 mph. Mike Green and John Apps tried to take advantage of the wonderful weather to the east, flying the Duo Discus a total of 195 miles: Tracy Power Plant, Tiger Field, Sulphur, and Gerlach with a very late outlanding at Flannigan Dry Lake. Chief tow-pilot Jim Hays was able to aero-retrieve MG before darkness and weather made it impossible.

With the expectation of rain all the following day, we declared Thursday, June 9th as a rest day.

After the no-contest day during which it mostly rained at ASI, Day 3 on the 10th looked to be a reasonable thermal day with plenty of cu and likely overdevelopment. With the possibility of thunderstorms in mind, we called a two hour MAT with no required turnpoints. At the launch there were cu in every direction, but with a depressingly low cloudbase around 10,500 ft in the Air Sailing area. The team of John Apps and Mike Green took advantage of higher cloudbases to the south to put in a winning raw speed of 68.2 mph, flying 140 miles to Rabbit Dry Lake, Dayton, Hazen, Silver Springs, Rabbit Dry Lake again and then final glide home. Team Gorilla basically flew a racecourse south of

US 50, reaching altitudes of 12,600 ft under the higher clouds in that area. 2003 Air Sailing winner Jim Gager flew his PW-5 to second place, running a close-in racetrack of Constantia, Wofford, Air Sailing, Constantia, Wofford for 110.95 raw miles at 44.61 mph. Jim never got above 11,900 ft on his flight. Due to the low clouds, it was a hard day to go far or fast, especially for the lower performance gliders, but certainly a safer day all around than Day 2. At the end of Day 3, Jim Hamilton held a comfortable 300+ point lead.

Day 4 (June 11) started out much as Day 3, with cu forming early, but given the lack of the overdevelopment on Day 3 and predicted higher temperatures and cloudbases, we called a three hour MAT with no required turnpoints. As it turned out, this was another very challenging day of low cloudbases and thick afternoon cirrus to add to the mix. Jim Hamilton won the day at a raw speed of 59.5 mph, flying 178.46 miles in a close-in spiderweb: Stead, Hallelujah Junction, Air Sailing, Stead, Hallelujah Junction, Constantia, Stead, Air Sailing, Hallelujah Junction, Stead, Wofford and return. Whew! Jim used every single slot on the landing card to list his turnpoints. While Jim never got above 12,700 ft on his task, David Prather took advantage of higher bases and stronger conditions to the south to place second for the day. David flew his 1-35 149.55 miles twice around the Silver Springs – Rabbit Dry Lake – Tracy Power Plant triangle, reaching altitudes of 14,000 ft.....eye-watering heights for this particular contest. In another notable flight, Rolf Peterson flew the long leg to Quincy never getting above 10,500. At the end of Day 4, Jim Hamilton still held a 300 point lead, with Jim Gager and Rolf Peterson vying for second place.

The fifth and final day for the contest was again a very real challenge. We expected it to be about like Day 4, but with fewer clouds with higher cloudbases, hopefully allowing higher altitudes. We called a two hour MAT with a first turn at Stead, to throw the southward looking pilots a curve, and also restricted the number of times any turnpoint could be claimed in order to put a damper on circuit racing. The day was totally blue, and weaker than expected, with max altitudes around 11,000. Rolf Peterson won this final day, flying his ASW-20 94.08 miles at the blistering speed of 42.4 mph raw - Stead, ASI, Flannigan, Wofford and return. Everyone completed the task, but it was a hot, blue slog. Jim Hamilton took first place overall, followed by Rolf Peterson in second and the team of John Apps and Mike Green in third place.

Special thanks to Contest Manager, Linda Gager; Scorer, Pat Downing; Operations, Bob Dwyer & Dale Thompson; Chief Towpilot, Jim Hays; Contest Ground, Norma Burnette, Eunice Newgard and Lee Edling.

ANNUAL GIVING REMINDER by Bernald S. Smith, ASI Fund Raising Chairman

A strong annual fund program is increasingly crucial in today's harsh environment. The annual fund provides budget-strengthening dollars for enhancing programs and serving ASI members. This revenue provides the resources necessary to complete the annual budget.

Air Sailing's ability to encourage substantial unrestricted and restricted annual giving to our operating budget is thus a high priority. Although the volunteer assistance on Air Sailing projects is very substantial and greatly appreciated, and we couldn't get anywhere without it, there are some things that only money can buy.

The annual fund - a springboard to success - remains an essential component of the Air Sailing budget

AIR SAILING NEWS Deadlines: January 31 for Winter Issue

AIR SAILING NEWS

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