



Drive this tractor and win this dog! Details below.

## Plan for the Maintenance Party!

The Maintenance Party will be April 22, 2006. You can't really drive the tractor or win the dog, but you can have some fun, feel a sense of accomplishment, and give something back to Air Sailing. There's LOTS to do! Dale Thompson has secured some UV, X-ray, and radar-proof paint and is looking for a team leader to paint the hangar doors. If you are interested, contact Dale at [dale\\_thomp@sinewave.com](mailto:dale_thomp@sinewave.com).

Pyramid Lake from 21,500 ft



## Air Sailing Wave Flight

By Haven Rich

When I reserved the BASA Pegasus for that Saturday I had in mind a visit with my friend Lee Edling (with whom I had worked at Hollister), and a short easy flight to celebrate my 60th birthday and get more familiar with the operation at ASI. I had only flown one short flight in a 1-23 a few summers ago when Air Sailing was putting the finishing touches on that great clubhouse.

Lee and his dog met me on arrival and I was shown how to access the hangar. Lee had to give a BFR so he handed me off to Stoney, who helped me get an O2 fill. While we were talking, we heard the 2-32 announce wave contact and we made efforts to get ourselves launched!

I had a little trouble getting my body settled in the cockpit; it required a few in and out maneuvers. The towpilot arrived finishing a sandwich when I was finally ready. We had an interesting crosswind T/O on 17 which required spoiler use and slack line work

New to Air Sailing? Would you like to go for a ride in a sailplane, or learn how to fly? Call Lee Edling at 775-722-9188.

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: Eric Norris at 2635 Benton St., Santa Clara, CA 95051 or [ebnorris@earthlink.net](mailto:ebnorris@earthlink.net) . Air Sailing, Inc., a 501(c)3 corporation, owns and operates Air Sailing Gliderport exclusively for scientific and educational purposes.

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

Management Areas	Manager
ASI Tow:	
Memorial Grove:	Pam Sutton
Membership:	Ty White
Operations:	Steve Smith
Tie-downs and Hangar	David Volkmann
Web Master / Guest Book:	Pam Sutton

### Nevada Soaring Association

A club operating at Air Sailing that offers low-cost soaring for members. It also 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](mailto:neitalibelle@aol.com) 775 527-2789

### 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.

but the towpilot wasn't fazed and took me right to the lift! The 2-32 was already down and I was all alone in an unfamiliar environment, both land and sky. I'd been to a couple of wave camps with BASA in Minden five or six years ago and had been to 25,000 feet twice then but never alone. I was going up fast and there was a lot of cloud to be aware of, especially since a week before an experienced pilot had his ship torn apart just a few miles to the south. I heard Stoney launching in a 1-26 and was relieved to have a local and experienced pilot come up to play. It almost seemed impossible to stay below 18,000 feet while waiting for Stoney's arrival and the opening of a wave window by someone on the ground. The idea of meeting a plane on Reno approach and the constant cloud movement kept me very busy as well. I was aware of Stoney's approach and enjoyed his announcement, "I just shot the Pegasus down!" When cleared to climb, up we went, lift everywhere. We even tried taking pictures of each other. The gliderport wasn't easy to keep in sight but Pyramid Lake usually was so I had no trouble keeping my bearings. Twenty-one thousand, five hundred feet seemed high enough for me and I just enjoyed the cloud visuals while Stoney descended to climb again. I was aware of becoming calm and spiritually comfortable, thankful to experience life from a different perspective--check O2--yeah life is good! After Stoney's second climb I descended and explored the valley area while planning my landing. The winds favored 21 so I set myself up for a full pattern starting out toward Tule Peak. There seemed to be lift everywhere so I stayed in close in case I found the sink which

had to be somewhere! A quick exciting base and final to a touchdown (actually 2 of 'em) was filmed by Lee. Stoney was right behind me so I hurried to exit the cockpit and get the glider off the runway only to see him land in the dirt which was 21L. I had landed on the paved runway (we hadn't briefed that part). We got the ships put away and Lee already had Stoney's flight downloaded into the computer for analysis. The five hour drive and three hour flight made for a full day and I slept well on the cushions in the clubhouse. Where was everybody else that late November day?

## **Fall Trustee's Meeting**

By Pam Sutton

The Fall meeting of the Air Sailing Board of Trustees took place on October 9 at Terry Duncan's house in Cupertino, California. All trustees were present except Rolf Peterson and Rick Walters. Main topics of discussion and decisions include:

- Terry Duncan presented the October 9, 2005, Treasurer's Report and a proposed budget for 2006. No significant issues or concerns were identified.
- Trustees are very pleased with the work Lee Edling is doing as caretaker and agreed to provide him with additional compensation.
- Ty White presented a list of proposed capital projects to be funded by a new Capital Campaign including a towplane hangar, electrical system enhancements, improvement to

the emergency strip, repayment of the construction loan, increase to either the endowment or maintenance fund, and hookup to commercial power. Trustees agreed to launch Capital Campaign in 2006 with a goal to raise enough money to cover selected projects. Specific projects and associated costs (including maintenance) will be defined and agreed to by the trustees before the launch.

- Pam Sutton reported that many of the items required by the Special Use Permit have been completed. With regard to camping compliance, Trustees agreed that all trailers will be signed in on January 1, 2006. All trailer owners will be sent a letter saying that no later than 60 days after January 1, 2006, their trailer must have been signed out for at least 24 hours. If an owner is out of compliance ASI will send a letter from Ty (as president) telling the owner that the trailer must be moved from ASI property for at least 24 hours. The letter will explain once again the consequences of non-compliance to ASI. It will be up to the RV owner to figure out how to comply with the rules.
- Dick Horn led a discussion on safety. Incidents to date in 2005 include one fatality, gear up landings, radio communication breakdowns in the pattern, showboating – low passes – aggressive towing and a near miss with an airliner.

Existing tools include the Operations Guide and the Waiver. Trustees agreed that additional efforts to implement a culture of safety are necessary, both for regular flying days and during camps. This will be discussed further at the Spring trustee meeting.

- Ty White was approved for another term as trustee, from January 1, 2006, to December 31, 2010. Terry Duncan was approved for another term as Treasurer.
- Next Board of Trustees meeting will be February 11, 2006, in Reno.

### **Message from the Air Sailing President**

By Ty White

We had a fun Annual Banquet and Silent Auction at the Peppermill in Reno on October 1, with around 40 members, spouses and friends in attendance. It was good to see everyone cleaned up in their non-gliderport clothes for a change. The Silent Auction raised \$3182 for the Air Sailing General Fund, which we will definitely put to good use in the coming year.

A welcome arrival at the gliderport this Fall is our fine spanking new tractor, pictured on the first page of the newsletter. This machine was the generous donation of three ASI members: Dick Horn, Jeff White and Ty White. The tractor is equipped with a mower for keeping down the weeds, and it will do a much better job of hauling a heavy drag

than a car or truck. Lee will put it to good use keeping our roads smooth in the busy season. Because it is a new, modern machine, we can easily add accessories like a blade or front loader as we wish in the future.

The Fall meeting of the Air Sailing Board of Trustees was held at Terry Duncan's house in Cupertino on October 9. One thing the Trustees did was to approve a new Capital Campaign to be launched next year to cover a variety of proposed capital projects. High on the list of proposed projects is the erection of a second hangar. We had planned a hangar as part of Capital Campaign 2000, but decided to defer the second hangar in order to preserve the endowment funds at that time. When Vern Frye secured the donation of the current hangar in the mid-1980s, we actually only used two-thirds of the donated beams and girders in the construction. The basic materials exist for the erection of a second hangar about 50% the size of the existing building. It wasn't totally clear if the engineering required now to use the existing beams would make the project more expensive than a totally new metal building of a similar size, so that is something we will have to address again before settling on a design. In any event, the plan was to build a second hangar near the site of the fuel truck, set back into what is now just sagebrush. A hangar is a good capital project because it is low maintenance, generates revenue through rental fees and is an enhancement to the gliderport by giving more pilots the option of indoor storage.

Another type of hangar in which I have a personal interest is a carport-type hangar, in which every glider is given a specified

space and direct access to the outside through sliding doors or carport doors. This type of hangar can be viewed at <http://www.portmoak.force9.co.uk/hangarproject.htm>. Unlike our current hangar, the carport-type hangar is not generally useable for towplanes, shop space, winter storage of trailers, or banquets. However, some pilots don't use the current hangar because they don't like having to move other gliders to get theirs out. In the carport hangar one would pay a premium for the ease of access and the guaranteed spot. Because it would only really benefit a few pilots, we think the carport hangar is probably not best funded through a general Capital Campaign, but rather through a consortium of interested pilots. As we get closer to launching the Capital Campaign, we'll be asking you all to give us ideas regarding the proposed list of projects which we'll circulate. Among the other proposed projects on the list are: significant improvement to the emergency rope-break strip and solar enhancement to the current electrical system (if commercial power is simply out of reach).

Another big topic of discussion at the Trustees' meeting was operational safety, reviewed by Dick Horn. We're developing a number of ideas to bring forward before the next season of events to help ensure that we are doing all we can to make sure the pilots using Air Sailing are getting all the help we can give them to fly safely. More on this topic in a future newsletter.

Please fly safe, and have a great holiday season!



Lee and Kevin Edling at Air Sailing

## **PASSION AND FLYING SAFETY**

By Lee Edling

Not too long ago an Air Sailing member was lamenting that his son didn't share his passion for flying. This happens. Your childhood dream of soaring through the sky in complete freedom sometimes isn't shared by family members.

For my kids, it started back at Fort Rucker, Alabama, when I flew Leon, Jr. (LJ) in our club 2-22. He was in his mother's womb. Come to think of it, that was an auto tow and it must have been a very exciting ride for LJ. He was born in 1968 and Kevin (Kev) was born in 1971.

As they grew older it was normal to point them towards aviation because I was an airline pilot and had been a civilian and military pilot before the airline gig. When the kids got old enough for dear old Dad to give them a chance to solo, I had a Cessna 185. The insurance company shocked me by giving me a quote that was higher than the price of a Cessna 152, so rather than give the kids dual in the Skywagon, I bought a Cessna 152 Aerobat. At that time my instructor rating had expired so I hired a local CFI.

LJ and Kevin both soloed the Aerobat. A

little after that it became obvious that the boys were more interested in cars and women. That is normal, but I believe you have to have a passion for aviation to be safe. So the boys drifted away from flying on their own paths—with my blessing.

A seed had been planted. All I could do was watch and wait.

As it turned out, my two boys were hooked on aviation. It just took a while to take hold. Somewhere in their brains' myriad recordings were hours of riding around on airliners, hours of Cessna time, and some glider time. I can still remember LJ and Kev flying hard IFR in the 185 when they had to look through the control yoke. To them, it was just one more video game. Then there were the trips we had to Canada on floats in the Cessna 185. What a blast!

As they grew older, they decided that aviation was worth a try. Both acquired commercial and multi-engine ratings. Kevin added a helicopter category and CFI. LJ knew that students would try to kill him and passed on the CFI rating. Dreams of flying for the airlines faded and neither one had the eyesight required for military aviation.

Remember, their glider flying started back when 2-33s were hot! Later, dear old Dad got them up in ASK-21s. Soaring was always bouncing around in their consciousness.

Now my boys are at the point where they want to add a glider rating. LJ had tried to set up a schedule in September, but I was busy. Kev is at Air Sailing now (end of November 2005) working on his glider commercial add-on. We just finished his required glider solo flights and will try to

get the check ride this week.

Moral of the story? A pilot needs to have passion for flying to be safe in aviation. A glider pilot needs to have passion for soaring before seeking a glider rating. If you have family members who aren't truly interested in flying, don't force them. If they want to, they'll get there. Give them time and guidance.

Maybe the best method I've seen is employed by the Siegfried family. Rand solos his children at age 14 in gliders as Rand's father did him. That is the way to go—get them hooked while they are too young to be too distracted!

Kevin is 34 and LJ is 37. Maybe someday we'll all get up over Air Sailing in gliders at the same time.

Thanks to Air Sailing and Nevada Soaring Association for the beautiful soaring facility and nice equipment, and thanks to all the volunteers who keep Air Sailing running.



Kevin Edling prepares for a flight in an NSA Schweizer 1-36. Kevin is working on adding a commercial glider to his airplane and helicopter ratings. He is a CFI in airplanes. The Pawnee is Air Sailing's Red Tow and is flown by CFIG Lee Edling, Kevin's father.



Snoopy gets current on December 17, 2005. BRRRRR.



The sky over Air Sailing July 9, a double diamond day.



Jeff Byard's Baby Albatross in flight over Elmira, IVSM 2005. Nothing to do with Air Sailing, but who cares?

## *Calendar:*

February 11	Winter Regular Trustee Meeting		
February 15	Deadline for March Issue	Eric Norris	408-246-9214
April 22	Spring Maintenance Party	Dale Thompson	510-223-4259
May 6	American Yankee Assoc. Fly-in	TBD	
May 15-19	Thermaling Camp	TBD	
May 21-26	Master X-Country Instr. Course	TBD	
May 21-26	Cross-Country Camp	TBD	
July 24-29	Sports Class Contest	TBD	

## **AIR SAILING NEWS**

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