



Mark Montague, taking a break during Spring Clean-Up, decides to try BASE jumping from the Air Sailing windmill

## Spring Clean-Up a Soggy Success

By Dale Thompson

Forty-five Air Sailing supporters attended the clean-up party on Saturday, April 22<sup>nd</sup>. The good news is that they came with enthusiasm and good cheer. The bad news for the day was that Air Sailing had received several inches of rain the evening before. This pushed the clean-up crew towards indoor jobs until mid-day when flickers of sunshine were seen.

The clubhouse cupboards were sorted, cleaned and purged. Two lawnmowers were coaxed into action and the hangar was vigorously swept by a team that knew how to keep its feet dry. Your clubhouse and

bath building were power-scrubbed within an inch of their lives.

The attendees included:

Waxam, Frank; Tobin, Tim; Tobin Kathie; Thompson, Dale; Stone, Rob; Spielman, Bob; Rauhen, Ray; Phillips, Taylor; Peterson, Rolf; Norris, Eric; Nielsen, Doyle; Morgan, Barbara; Montague, Neita; Montague, Mark; Miller, Rich; Koehm, John; Houtoux, Fenaup; Horn, Dick; Horn, Diane; Hoke, Mike; Hillard, Richard; Heslehurst, Rik (Australia); Harris, Varian; Harris, Roger; Hamilton, Jimmy; Grisham, Lee; Green, Mike; Gray, Doug; Frye, Vern; Frye, Florence; Fricke, Fred; Fecko, Deanna; Edling, Lee; Donovan, Cindy; Dinsmore, Tom; Crane, Stu; Crane, Brad; Carlson, Connie; Burnette, Norma; Boyce, John; Alexander, Tom; Athearn, Kim

Apologies to anyone I've missed.

The wet weather kept the team away from some of the outdoor jobs. Still remaining is the grass and weeds from around our memorial trees. Anyone who is inclined, may attack weeds and grass at any time. The young memorial trees have a rabbit wire fence to protect the trees from being chewed on. This fence, by keeping the rabbits out, also allows the grass and weeds to grow. It is better if we clean those enclosures to let the trees receive their share of water.

The buffet lunch was prepared and served by Neita Montague and a bunch of helpers, who included, Mark Montague and Norma Burnette.

Our irrigation system was checked out, and except for confirming the emitters are all working, is operational.

Under the windmill there is a meter and valve box. The original box was rotted and collapsing.... We

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.

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Tie-downs and Hangar	David Volkmann
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Facilities	Lee Edling

### 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: Bob Spielman, 250 River Bend Dr, Reno, NV 89523, 775 560-2406, thudpilot1@msn.com

### Air Sailing Membership

New members, changes of address, lost members coming home... Send your personal information and check to:

Ty White		\$ 35.00
ASI 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.

now have a new one.

Thanks to all who braved the weather to help get our airport ready for the 2006 summer season.



The meter box crew was forced to cut off Taylor Phillips' legs so he would fit down inside the box during installation.

## **Soaring Safety Foundation: Accidents that Almost Happened**

By James (Jimmy) L. Hamilton, III

This "event" happened to me almost 18 years ago when I was in my late 30's. Even then I was a fairly high time glider (and power) pilot with lots of cross country and racing experience (about 1700 hours of PIC glider time at that point) and regularly flew my Ventus B at the local gliderport.

I was single and it was not uncommon for me to take a girl for a glider ride from time to time, renting a 2-33 from the Nevada Soaring Association glider club. Being a single, macho glider pilot, my pick-up line of "Hey girl, want to go for a glider ride?" worked quite well. I had met a willing "victim" and we had set a date to go flying on a Saturday.

The big day came and off we went to the gliderport. I should have called off the flight that morning. By 10am the wind was already blowing 30kts and

gusting higher. It was a wave day and not the sort of day one should be taking a first timer for a glider ride but, hey, I had flown in wave a lot and even though the rotor was going to be rough I figured we would soon be in the nice smooth wave and everything would be fine. As you can tell, this plan (and my brain) was already starting to be a problem and we hadn't yet left for the gliderport.

We arrived at Air Sailing about noon and the wind was really blowing but it was right down one of the runways. The tow pilot that day probably would have towed very few, if any, pilots under the conditions but, hey, it was me...big time local hot shot. I pre-flighted the 2-33 and got some help pulling it out to the end of the runway. Pilot and passenger on board and off we go.

It was about 1pm and the wind was blowing 35 gusting 45 and the tow was really rough, probably the roughest I had experienced in all of my soaring days. I had decided to tow to 3000 AGL to make sure I could contact the wave (which I knew had to be there, yeah sure). We were climbing about 500fpm on tow until we got to about 2000agl and then suddenly the climb rate fell off to less than 100fpm (Note here: I did not have a radio in the 2-33). It was very, very rough air and holding position on tow was extremely difficult. The towplane and the glider were bouncing and rocking all over the place. I thought we were in some extreme sinking air due to the wave/rotor conditions. The towplane made a 360 and then headed toward the ridge to the West of our gliderport. We were still barely making any climb rate at all. At 2500agl, and almost no rate of climb, I decided that enough was enough and pulled the release. At that moment I was going to head back to the field (about 5 miles away, downwind) and land but a few moments after release I sensed that I had hit the wave, getting a rate of climb of about 200fpm. Unfortunately, I could not stay in it and when I got out of the wave the sink was off the scale on the 2000fpm variometer. I wasted more time and very precious altitude trying to find the wave. I finally realized that I needed to turn for the gliderport ASAP.

The sink was unrelenting and I reached a point where I knew I would not have enough altitude left to fly a pattern to the runway that was into the wind. The glider was coming down like a brick. I had taken off on runway 21 but now it looked like the only option for landing would be on 17 and trying to handle a 40 degree, 40kt crosswind. Still coming down like the proverbial brick I saw, at the last moment, that I was not going to make it onto runway 17. At about 150 feet AGL I turned almost 180 degrees back into the wind and landed off the



gliderport in the sagebrush.

The ground was flat and I touched down (abruptly) in an area between clumps of sage. With the near zero groundspeed the ground roll was less than 10 feet. There was not a scratch on the glider. As the glider stopped I realized I was pulling back hard on the spoiler handle. Here's the key...I also realized that when I had grabbed the spoiler handle at touch down it was already all the way back in the spoilers fully open position!

When the rate of climb on tow suddenly dropped from 500fpm to less than 100fpm that must have been the time that the spoilers came open. As I said, the turbulence was severe. With me concentrating on trying to stay behind the towplane (and impressing my date) I had never noticed that the spoilers were fully open. I simply assumed that the incredible sink rate was due to the wave conditions. Also, as I found out later, the tow pilot had seen that the spoilers were open and he had rocked his wings for me to get off (upwind of the gliderport at 2000agl). The tow plane's wings had been "rocking" so much on the whole tow that I dismissed it as turbulence. If I had gotten off tow maybe I would not have found that spot of wave and gone back to make a normal pattern and landing. Then I would (should) have discovered the spoiler position when I was in the pattern with some altitude. Hind site is 20/20.

Three of the guys on the gliderport saw my landing (100 yds short of runway 17) and came out to help retrieve the glider. We were able to pull the glider by hand, tail first through the sagebrush, to the runway and back to the tie-down. The only damage to the glider was a 6 inch cut in the fuselage fabric just aft of the main wheel when we had to pull it through some sagebrush.

In years of giving rides and flight instruction I had never "landed out". The damage to my ego/pride was severe. Needless to say, the girl was not impressed.

So, what did I learn?

I shouldn't have gone flying at all that day in those weather conditions, regardless of my experience.

I forced the situation just to impress a date. This is the typical "have to make the flight, have to get there" syndrome that pilots get into and then they fly into weather and/or situations they cannot handle with sometime disastrous results (dumb).

Don't fly without a radio! I actually could have borrowed one of the club's handhelds to take with me but decided not to since I was the only one flying that day (dumb and dumber).

Always be ready to adjust, to change gears and be observant.

When things aren't going so well (severe turbulence, 2000fpm+ rate of sink) quit trying to save the flight...it makes one brain dead to focus so hard on saving the flight. It's not worth it just to give someone a ride.

It's 2006 now and I have a Ventus C, over 3000 hours in gliders and 2000 hours in powered aircraft. Since that day 18 years ago, if I ever feel pressured to go flying, it is an automatic red flag and the situation gets carefully examined.



Taylor Phillips worked like a dog digging out the old meter box.



Uh, not this dog.

## Road access to Air Sailing

By Ty White

Summer is fast approaching, and I want to give everyone a reminder about the road access to Air Sailing. The preferred access for cars, RVs and

glider trailers is via Winnemucca Ranch road and the west Air Sailing access road. Air Sailing has a formal right of way for the west road across BLM land, and we pay to maintain that road.

I am sincerely asking for everyone to help us regarding the east access to Air Sailing. The short stretch of road that leads from Air Sailing property to the east that connects with Grass Valley Road crosses private land and in no way belongs to us and is not a public road. We use that road purely due to the goodwill of the landowners involved. Grass Valley Road itself is maintained by the Palomino Valley General Improvement District. The landowners to the east are assessed and pay into the District for the maintenance of the road. Due to the fact that Air Sailing was on BLM land, and because our property doesn't have direct access to Grass Valley Road, we are not assessed and do not pay for the road maintenance. We are investigating ways that we could contribute to the maintenance of Grass Valley Road, because even if it is not our primary access, we would surely like to have that second access available in case of problems with our official access road or wildfires to the west.

For much of the past 25 years, the east access from Pyramid Highway via Grass Valley road mainly passed empty lots. This is changing rapidly as home sites are developed and people begin to move in with their families. We now have neighbors who will be living on Grass Valley Road all week long, all year long. Many of these neighbors have no issues with the gliderport or its operations, and in fact some of them spoke in our behalf during the public hearings associated with our Special Use Permit. We really do need to maintain cordial relations with our neighbors, especially as we will begin to have more and more of them in the coming years.

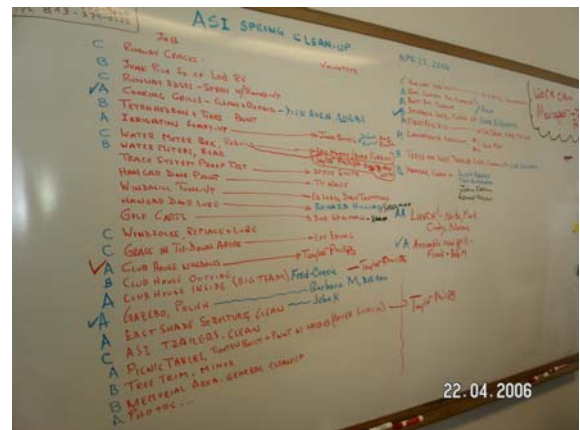
Heavy use of Grass Valley road by gliderport traffic is an issue for some of our neighbors, and heavy use of the private road leading directly east from Air Sailing is definitely an issue for one of our neighbors. I realize that much non-gliderport traffic uses this route, but RVs and glider trailers are clearly our people. If you do have to use this road, at the very least we ask that you keep your speed low when passing obvious home sites. Air Sailing members who grew up on dirt roads tell me that the proper etiquette when passing by a home or a person is to slow so as to raise a minimal dust cloud, especially if the prevailing wind would carry the cloud into the house itself. I think that a little bit of care here will go a long way, but the main message is that we should consider use of the east access to be the exception.

We request that you not use the east road (Grass

Valley Road) to get to Air Sailing, particularly if you are coming or going with an RV or glider trailer. Obviously, if the west road is not passable for some reason, you will need to use your best judgment, but we do want to make the strongest case that the east access should be reserved for emergencies or for those few people who honestly would go way out of their way to use Winnemucca Ranch Road. The dip where the Air Sailing road crosses the streambed took a beating in the December and April storms, but at this point you should have no problems with passage. I suggest you call Lee before bringing an RV or glider trailer out to get the best up to date information, and he can advise you about the status of the streambed crossing.

We really do need your help on this. We want to maintain our ability to use the secondary access route, and rely upon each one of you as representatives of Air Sailing to help us maintain good relations with our neighbors.

**NEW TO ASI: BFRs/Glider Training in an ASK-21. Contact Colin Aro: 775 746-5190 or [coolrain@earthlink.net](mailto:coolrain@earthlink.net) or Mark Montague: 775 527-2789 or [marklibelle@aol.com](mailto:marklibelle@aol.com) Flat Rate \$99 BFR (you pay tows)**



Dale Thompson is the unsung hero of clean-up day, demonstrating bodacious organizational skills.



The clean-up day lunch spread put out by Neita Montague and her crew was, in a word, marvelous.

## Highlights from the regular Spring Meeting of the ASI Board of Trustees

By Pam Sutton

The spring meeting of the Air Sailing Board of Trustees took place on April 23, 2006 in the Air Sailing Clubhouse with all trustees present except Terry Duncan, Mike Hoke and Rick Walters. Main topics of discussion and decisions include:

- Tow rates for both ASI and NSA have increased slightly but are still low compared to other nearby glider operations.
- A new capital campaign was launched to raise money for projects to include a new hangar, enhanced power and other improvements. Bernald Smith and Dick Horn will work on solicitation information.
- Compliance with the 60 day trailer rule is working well and will continue to be monitored via a sign-in sign-out logbook.
- After some discussion regarding regional

planning, proposed new development on the Winnemucca Ranch and its impact on the Palomino Valley, Trustees asked Karol Hines to gather information and report to the Long Range Planning Committee on issues that may impact Air Sailing.

- The generator continues to be problematic and Dale Thompson is working hard to develop a good approach to maintenance.
- Access to Air Sailing via Grass Valley Road to the east is discouraged. The official access is via the West Access Road.

Air Sailing is exploring satellite internet access for the clubhouse.



Joyce Hammond, John's widow, would like to honor John's memory by having a tree planted at Air Sailing and inscribing his name on our memorial stone.

If you would like to make a donation, send your check made out to Air Sailing with a note specifying "John Hammond Memorial" to

Terry Duncan  
10540 Mira Vista Ave.  
Cupertino, CA 95014-2706

## Air Sailing Happenings

By Lee Edling

Plants and soaring were behind their normal schedule due to the wet and cold early this year. The Air Sailing cleaning party in April was almost the end of the bad weather. It rained that day but that was a good excuse to stay inside and enjoy Neita's cooking. The cookies were gone in a hurry, I



noticed. We had a tremendous thunderstorm a few days later with associated mild hail. It took a week for things to dry out and then the weeds took a peek for about a week before they shot up at an incredible rate.

The stream across our access road has had water in it several times this year, but the road is usable now. The road to the east should not be used because a house owner doesn't want us on that road. As of this writing, Winnemucca Ranch Road is in bad shape due to erosion, so don't go fast. JLH and GE have pulled their glider trailers through our dip with no problems.

On May 7<sup>th</sup> I had my first snake, lizard, and horned toad sightings. The snake didn't have rattles, thank you.

Our first glider rating of the year went to Aimee Rohner of Alaska. Aimee was already rated in powered aircraft, was current, and had some glider time before she came to Air Sailing. She did a great job on her check ride with Mike Johnson. It was cool when she was here, so she plans some visits in the future to get in some real Nevada soaring.

Coot has a Ventus B now and has had some good flights. After landing he often looks around and asks the question, "Where is everybody, this was a great day?" Grab your gliders and come out and keep Coot company. (Coot update on 17 May—he was up for over five hours today.)

Our generator is being repaired and is at a shop in town. We've been using a temporary generator that Tom Dinsmore supplied and it has been a delight.

The new tractor is doing great. Coot went out and did some work the other day. Varian cut the largest drag down to a size our tractor could pull most of the time. Rick Walters removed the old yellow tractor.

Thermal camp is underway as I write (17 May) and Rolf Peterson, the camp director, has managed to call up some great thermal days. A couple of the participants have stated that today was the best soaring day they've ever had. Welcome to Air Sailing.

As always, thanks for all the help when you come out to Air Sailing.



#### CAPTION CONTEST

Folks, even my twisted imagination couldn't come up with a good caption for this one. Email me your entries by August 15 and the winner will have their entry printed in the next newsletter. That and \$8,000 will get you a nice Ka-8. -Ed.



Clean-Up Day weather barely cooperated.



Prior to the first season use of the ASI steam catapult, the hangar team carefully sweeps up FO's (foreign objects) and discusses the skills of various ASI pilots.

**Check out our improved website and please read Dick Horn's "2006 Flying Guide." It includes photos and diagrams of patterns and rope break options.**

## *Calendar:*

**June 09-14 - Bishop Encampment for NSA and ASI pilots. Contact Roger Harris 530-272-6354, 2coot@sbcglobal.net or Bob Spielman, 775 560-2406, thudpilot1@msn.com**

**June 19-22 - Eagle Safari for NSA & ASI pilots. Contact Vern Frye at 775 825-1125**

**July 24-29 – Air Sailing Sports Class Regionals Practice Day, July 23 Contact Tim Taylor, 1698 E 1220 N, Logan, UT 84341, 435-713-4952, ttaylor@cc.usu.edu**

**August 15 – Deadline for September Issue. Contact Eric Norris, gliderboy1955@yahoo.com 408-505-6165**

**August 19-20 – Gerlach Dash Contact Bob Spielman, 775 560-2406, thudpilot1@msn.com**

## ***AIR SAILING NEWS***

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Fremont, CA 94539

