

An Air Sailing Summer

The hardtop still stops at the alligator farm. But this summer brought the Mormon crickets to the first patch of dirt road and flocks of seagulls from Pyramid Lake arrived each evening to feast on the grotesque critters. Nesting Swainson's hawks still swoop over the meadows near the hot spring sprinklers not far from the turnoff from Winnemucca Ranch Road into Air Sailing. And washboard renews itself.

Inside this issue you will find reports on the whirlwind of activities which make up Air Sailing's summer. But for those of you who can come out and soar you will find that the season doesn't really end in July. Great soaring is to be had in August, September and on through the fall and winter months. Wave days are common throughout the year. Call Palomino Valley or NSA to assure a tow pilot after Labor Day. Charlie is available at any time and NSA will be in evidence Wednesdays and weekends. And let us hear of **your** soaring adventures.



Joe Findley 1957 - 2002

A celebration of Joe's life will take place on **Sunday, August 18 at 10 am** in the Memorial Grove at Air Sailing. Lunch will be served immediately following. Please bring your stories, your pictures and your friends.

In lieu of flowers, the family requests that donations be sent to AirSailing, Inc. c/o Terry Duncan, 4318 Verdigris Circle, San Jose CA 95134.

Soaring enthusiast Joe Findley, 44, died on July 5 from injuries sustained in a glider accident near Truckee, California. Joe was a native of San Jose California, but moved to Tracy two years ago to be closer to his family. After many years as a mechanic for United Airlines, Joe began his career as an airline pilot. He spent a few years building up hours in Pennsylvania, then returned to United eventually becoming a Captain, flying 737s. He had recently completed training to fly left seat on the Airbus A320. He also participated on the company's ski team.

Joe spent the late 70s and 80s instructing at Sky Sailing in Fremont, flying his PIK-20B and living on the field in a little blue trailer. When Sky Sailing moved to Warner Hot Springs, Joe began flying more throughout the region, and is well known at all Region 11 gliderports. He flew Regional and National contests for many years, including winning the Air Sailing Sports Class contest in 1995.

Joe enjoyed motorcycles, skiing, golfing and waterfowl hunting. He was always ready to travel - anywhere, anytime. He is survived by his sister, Janice Gularte of Tracy, niece Jolene Gularte of Tracy, nephew Jake Gularte of Pacifica and long time girlfriend Lisa Lyons of Tracy. He is also missed by his little dog Keeper.

He was preceded in death by his parents, Thomas Findley who died in 1999 and Helen Findley who died earlier this year.

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

Air Sailing, Inc., a 501(c)3 corporation, owns and operates Air Sailing Gliderport exclusively for scientific and educational purposes.

Trustees	Phone (h)	Phone (b)	FAX	e-mail	
David Volkmann , President	775-787-3197	-----	-----	drvolkmann@charter.net	
Steve Smith, Vice-President	408-996-2932	650-604-5856	-----	scsmith@mail.arc.nasa.gov	
Ty White Sec. & Memshp	510-490-6765	408-616-8379	408-616-8206	tylerwhite@earthlink.net	
Terry Duncan Treasurer	408-894-0969	510-936-2236	-----	terry.duncan@sun.com	
Mike Green	925-254-0609	-----	925-253-8268	mgorrila@attbi.com	
Dick Horn	408-737-7887	408-771-3550	-----	dhorn15@attbi.com	
Charlie Leu	510-651-3526	-----	510-651-3526	cleu@ieee.org	
Bob McKay	530-676-3275	-----	530-676-3684	n78034@directcon.net	
Tom Morris	775-826-6981	775-322-3269	775-322-8856	STMorris@aol.com	
Rolf Peterson	925-447-5620	-----	-----	rolfpete@aol.com	
Bernald Smith	510-656-0434	-----	510-657-1261	bernaldd@juggernaut.com	
Pam Sutton	775-323-4868	775-684-5847	775-684-5846	pvsutton@doit.state.nv.us	
Dale Thompson	510-223-4259	-----	510-669-0356	dale@sinewave.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, a cross-country safari, The Gerlach Dash, and a guest membership program. Contact: Vern Frye 2240 Saddle Ridge Ct. Reno, NV 89509 phone: 775-825-1125 cell: 775-843-7806

Palomino Valley Soaring is a commercial glider operation at Air Sailing that offers flight Instruction, BFR's, proficiency checks, rentals and dual cross-country. Contact: Charlie Hayes, phone: 775-475-2440, e-mail info@soar-palomino.com Website: www.soar-palomino.com

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Ty White		\$ 35.00
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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, Air Sailing endorses, that gliders operating cross country, within 50 nm of Reno-Tahoe Airport, install and use a Mode C altitude encoding transponder.

NEW GLIDER PILOT, Age 16

By Luke Medis

My name is Luke Medis and I am a member of the Wisconsin Soaring Society. I first began my glider training at the age of 12 and had four different instructors before I came to ASI to get my license. I had also trained at Estrella Sailport.

My student solo license was earned about six months before coming to Reno. I had taken an online training course called Glider Ground School run by John Sharp and I also studied the Private Pilot's Textbook with my father, Greg. In the week before I got my license I received all my training from Palomino Valley Soaring run by Charlie Hayes.

I woke up the morning of my flight exam well rested. I had been studying constantly for the past couple of days and I still wasn't convinced that I was going to do well on my test. The Designated Examiner, Mike Johnson, arrived at about 8:30. He wasn't an intimidating character whatsoever, so I felt pretty comfortable as we began the oral exam. He started with the basics: aerodynamics, some weather, etc. then we moved on to the sectional. I felt very confident about this part because I had studied it so much and Mr. Johnson commented that I did better on the sectional than most of his power pilots do. The oral exam turned out to be a lot easier than I had expected. However, there were a couple questions that I just completely blanked out on but I did pass and we moved on to the flight exam.

I was expecting the flight exam to be rigorous but I had one of the best instructors I have ever met and was very well prepared. For the test we had planned three flights: one for maneuvers, one a pattern tow, and one a simulated rope break. I was expecting the first one to be the rope but the inspector once befuddled me and did the regular tow for the first one. We did some basic maneuvers and I did well on that and made an excellent spot landing. After that, I was SURE that the second tow had to be the rope break because if it was the third one I would know it was coming. This time I was right. I handled it quite well and we took off again for our final flight. This one was our pattern and I did a slip to a landing. I probably did the worst on the slip to a landing (which is ironic, since I used to have a habit of coming in a bit too high and having to slip it all the time. I was called "Captain Slip-It!" at my gliderport.

I am overjoyed to have earned my private pilots license. From now on I can take others flying. I was proud. I don't have to do any more studying for another two years.



Mike Johnson Congratulates the new pilot

ASI SPORTS CLASS CONTEST, June 1-6

By Chad Moore

Although the field of contestants was small, it was competitive. Any of the pilots could have won the ASI Sports Class - the longest running sports class contest around. This was my first time as a contest director, and for many of the pilots it was their first time with a flight recorder and flying modified assigned tasks. The Great Basin offered up both strong and challenging weather for this contest near Reno, NV.

The first contest day of the ASI Sports Class got off to a slow start- sniffers found only weak thermals topping out at 9000 MSL. However, the high temperatures on the ground kept climbing, and the field eventually launched around 2pm. A conservative 1.5 hour MAT was called, keeping the pilots local if they desired, but the victors would gain their speed by foraging south out of the valley. Tim Kurreck barely edged out the Duo of Bob Klemmedson and Mike Green, turning in a handicapped speed of 64 mph. The race was on.

The weather for day two was a marked improvement, and Rabbit Dry Lake was called as a required turnpoint 40 miles to the south. Mike Green and Bob Klemmedson in the Duo Discus won the day with a blistering 71 mph. Charlie Hoke in the 15 meter wood Dart finished a strong second, and would continue to be a threat to the fast glass ships throughout the contest. Charlie also flew 193 handicapped miles for the longest task of the contest. Longtime Air Sailing regular Bob McKay finished third. Although flying conservatively, his local knowledge and experience yielded a speed of 66 mph in an ASW-15. Tim Kurreck made a few turnpoints out of sequence, dropping him back in the pack in what would have been a fast day.

After a fast second day running under good cu to the south, a challenging turnpoint combination of Tracy Power Plant and Flanigan was called for day three. The thermals never reached above 12,000' (3,000 above mountain tops) and an epic battle against gravity ensued. Several pilots got low over Flanigan Dry Lake, with Bob Kuykendall in an HP-11 extending gear and setting up a pattern over the salt pan before escaping in a dust devil; or would that be a salt devil? Tim Kurreck in an LS-6c won the day. His speed over a 2.5 hour flight was only 46 mph, but no one seemed to care about speed the entire field made it home. Proving that the day was equally suited for low performance sailplanes, Charlie Hoke drove his 1.23 handicap ship home for second place.

Independence Day was a rest day and the next day a pilot selected task was called. Mike Green and Bob Klemmedson, with Mike at the helm, extended their lead over Tim Kurreck with a 55 mph winning speed on a fairly scratchy day. Tim took second place, with Rolf Peterson in an ASW-20 in a solid third place for the day and the contest.

Tim Kurreck absolutely smoked the field with a long flight south for the 2.5 PST task for the last day; the next fastest pilot was 15 mph slower. The fickle thermals gave the rest of the field grief. Even Rolf "Keep It Flying" Peterson landed away. But the team of Mike and Bob in the Duo Discus flew solidly every day and won the contest. The contest covered a wide range of conditions, evening out the handicap spread and testing pilot's creativity and skill.

The Modified Assigned Tasks were popular among the pilots and gave the CD something interesting to ponder. Congratulations to the winners and to the other five pilots who flew well, and thanks to all the ground crew who make Air Sailing Gliderport such a special place.

FIRST BISHOP SAFARI

By Vern Frye

June 3 was a gorgeous day for flying to Bishop. Six gliders launched at noon and were joined enroute by SPOTTED OWL (Peter Neumann) out of Minden and all seven landed at Bishop, CA non-stop about 6:00 PM. The three 1-26s were trailered down. The flights weren't a "gimme" but the pilots flew very well and got the most out of the day.

For the next two days all ten gliders flew local from Bishop enjoying spectacular lift and views from the Whites and the Sierra. Several badges were earned during the flights including CHUKAR (Bob Spielman) flying Diamond Distance in his 1-35. OSPREY (John Koehm) made the only land-out in a nice field near Big Pine.

The social part of the Safari was outstanding, thanks to Donna Hays and Suzie Gore and the Elms Motel was a perfect fit for our event.

Six gliders started northbound for our return trip to ASI on Thursday. MALIBU (Eric Castro) landed at Bridgeport; CHUCKAR landed at Lee Vining; OSPREY landed at Mammoth, and OWL (Jim Hays), RAPTOR (Ray Rauen) and CONDOR (Ruben Zelwer) landed at a pre-determined road site called "Adobe Road". RAPTOR and CONDOR were towed out to Lee Vining that evening and OWL and Donna returned to Bishop.

The three 1-26s were loaded and trailered while all the other gliders were released on tow with six gliders arriving at ASI Friday night. Four trailered back to ASI on Saturday.

The Safari was an adventure and lots of fun for everyone. We fully expect this will become another annual NSA event and we invite you to come along next year. Thanks to all who participated with special thanks to OWL for making it happen.

COME ONE, COME ALL – ANNUAL BANQUET

Come join us for a fun evening with great friends and fine food celebrating another successful year at Air Sailing. The Annual Air Sailing Banquet Saturday, September 28, 2002 The Nugget, Sparks, Nevada. Time: 6 pm. Beginning with hors d'oeuvres and no-host cocktail. Dinner will be at 7 PM with your choice of entrees: Chateaubriand (filet mignon), potatoes, vegetables, Caesar salad and macadamia nut sundae at \$37 or Mediterranean chicken, rice, vegetables, Caesar salad and macadamia nut sundae at \$30. *Don't forget our exciting Silent Auction! Bring your item for auction (and don't forget your checkbook)! Don't forget our exciting Silent auction.*

Please contact Jennifer Presley with your Silent Auction items with the estimated fair market value of each item. Please RSVP for dinner by September 20th to: Presley@hooover.stanford.edu (408) 996-2932 or mail to: Jennifer Presley, 937 Brookgrove Lane, Cupertino, CA 95014



Planning the Day

Suzie Gore

Smoke Can't Deter Tenacious PASCO League Pilots at Air Sailing

By Steve Smith

The final event of the four month contest held at Air Sailing was nearly scrubbed when unusual north winds blew in heavy smoke from fires in Oregon. Visibility early Saturday morning was 2-3 miles, with Reno-Stead reporting IFR conditions. Bob McKay flew in before the pilots meeting in his RV-6 and reported the smoke extended up to 14,000 ft. Despite the smoke and a weak soaring forecast, nine pilots assembled and prepared for the contest. By 1:30 pm a slight change in the wind had considerably cleared the air, and we began launching at 2:00. Seven of the nine pilots finished the task. And everyone made it back for the BBQ.

Sunday broke with much clearer air, but an even weaker forecast. With most thermals topping out at or below 9000', the field was challenged, even with the short tasks that were called.

Thus we wrap up the 2002 PASCO League season with out any booming contest weather, but all of the pilots improving their ability to fly cross country in weak conditions. The season was injury free and nearly incident free.

Final results for the year came down to a tight race between two Hollister team's on the last day of the season with the Bickle Buccaneers and the Panoche Pirates. The Buccaneers pulled it out by 4 tenths of a point. Participants for the season included:

TWO WEEKS AT AIR SAILING

By Bill Howe

I recently had the privilege of attending two back-to-back weeklong flying camps at Air Sailing in the high desert north of Reno, Nevada. The first camp was a Thermaling Camp and consisted of interesting morning lectures from various people. In the afternoons we had plenty of time to practice in the air. Every morning we shared our flying experiences and got feedback from more experienced pilots. This was sometimes comforting; I was glad to learn that the day I took forever to climb above 4,000 AGL in a weak, disorganized thermal, most everyone else had the same problem, including instructors. It was interesting hearing from one successful pilot who decided there was an inversion, so he looked for a stronger thermal and punched through using the core at a steep bank angle. I began to appreciate that each day is unique and the challenge is to try to understand the day as you fly.

Between camps on Saturday we had the best conditions of the two weeks and I was ready to lengthen my leash a bit. I went from one end of the valley above Pond Peak to the other end about 30 miles away to Tule Peak. The valley and the peaks were beautiful, and with a little climb you were also rewarded by a view of nearby 27-mile long Pyramid Lake on the other side of a mountain. Some lucky few got to fly with the white pelicans that live on a protected island in the lake.

The second week was a Cross Country Camp. It differed from the first camp mainly in that afternoon flying was in teams consisting of two students and one volunteer Lead Pilot who kept in contact by radio. My team did some 80 to 100 kilometer triangles using conservative glide estimates. The attitude that I was encouraged to adopt is that cross country soaring is just local soaring near different airports; that there is a lot of lift out there, you just have to find the "house thermals" of the area you are flying over; that landing out at a safe landing site is usually a fun experience. Though I didn't land out (several did) I did get low enough once that my only option was to land in a dry lake if I couldn't find lift but that was for another day.

With a little help from my Lead Pilot I was able to dolphin fly above a mountain ridge the 20 miles back to Air Sailing losing only 2,000 feet of altitude; not bad for a 33 to 1 LD Russia sailplane. I flew at 65 knots in normal sink (75 in severe sink) and gently slowed up to 55 in lift (5 knots above best LD). That small breaking of the strings to my home airport was a confidence booster. That's the main thing I gained from these camps: confidence - that and some memorable new friends.

POSTSCRIPT:

Today, back home, there were some good markers so I decided to go get oriented to landing sites. Went to a private strip 12 miles away and still a lot of lift so decided to go to Devil's Head 25 miles away. Had to make that leap of faith-keeping the private strip within reach though my home airport was not.

I then went south along the foothills doing some dolphin flying and got to Ramparts Reservoir 25 miles away. I was having a ball. I was hoping to get a good thermal to put me within glide of Kelly (home airport). Couldn't find such lift and was getting close to my "Time to head to bail out option" height, which in this case was field at Air Force Academy. Hit a lot of sink when I hit the plains. Got low enough to call Academy and let them know I was in area and might have to land out, and also called home field and got a hold of someone in the air ending their cross country (where they had almost landed out and had to scratch back up for a save).

Well, I finally had to land out! The Air Force called and said I was not at their airstrip but at an auxiliary strip only used for military touch and go motor glider practice - the strip is only 2,000 feet long and not suited for towing and about three miles north of their regular strips.

I did have to wait 2 hours before my retrieve, which gave me a lot of time to think. I learned some lessons. For example: I must use a check list when I put things in my glider - our tow pilot had to leave early so we were all rushing to get ready and I didn't pack my cell phone. I was lucky I was able to get through for a retrieve via radio. I also didn't know there was an extra field north of regular Academy field - and didn't know that sink upon leaving foothills is a frequent occurrence. I had remembered sink in lee of the hills at Air Sailing but didn't think that would happen today with wind conditions we had.

I remembered the advice that my Lead Pilot had told me: that "You are always just local soaring" and kept my cool. This turned out to be a good experience thanks in part, I'm sure, to all I learned at Air Sailing.

VIEW FROM THE NEW PORCH

By Betty Goolsby

I listened anxiously as my husband, Gary, told me about our upcoming trip to Air Sailing for his Cross Country Camp in July: no TV, no air-conditioning, metal trailers, few wives, and faraway bathroom facilities. It was a humorous topic of conversation among my friends, who offered their condolences. They thought I was a real trooper. I was in for quite a surprise!

We drove endlessly over country and dirt roads to a tiny oasis nestled between purple mountain majesties. There were actual trees rising out of the desert and a clubhouse with wrap-around porches, cool interiors, an exquisitely wonderful showers and restrooms. Early each morning, after Gary left for class, I took a leisurely shower, dressed and sat on the shady side of the porch to work on a sewing project I had brought. Often, I'd read, watch the take-offs and landings, or listen to tales of flights by students and instructors. Quick trips into Sparks, Reno, and Genoa fed the tourist in my soul, but basically Air Sailing helped me to slow down and realize the beauty of the desert. We watched rainstorms coming down the valley, and dust storms and dust devils swirling in the distance. We noticed pink thistles blooming by the roadside and smelled the sweet scent of sage late into the night. Evenings found us in the gazebo grilling our dinners, drinking wine, and watching the peach lame' sun set over the mountains. Great conversation, laughter, and sharing kept us entertained until the real show, Venus showing her stuff, and a trillion stars glittering to form the constellations I had known all my life. Never had I seen the minor constellation stars that I saw at Air Sailing, and never in Houston had I seen the Milky Way like an organza scarf stretched across the sky. Many nights, Gary and I would sit alone just looking at the wonder of a moon so full and large, that there was no need for conversation. With windows open, and curtains fluttering, we slept under two blankets some nights. Heaven indeed, until nature called in the middle of the night, when I would run chattering to the clubhouse for the restroom. Great stories to tell my friends!!

Most important of all was Gary's excellent experiences in his class: wonderful instructors, great mentors, and genuinely caring and helpful support from every member of the team. Charlie and Rosemary were great hosts. The special dinners planned and prepared by Rosemary were delightful. Chad coordinated an excellent week of instruction, Mark and Neita were so fun to be with and helpful, and of course my favorite was Dale, who gave of himself tirelessly on the tarmac, but had time to entertain a sometimes lonesome soaring widow...me. I can't remember everyone's name who contributed to this great week, but everyone was so gung-ho and positive. While my husband's memories revolve around the soaring and hanger talk, mine was one of meeting new friends and finding out how fun a soaring camp can be. It was a great week and we look forward to returning to this desert getaway very soon.



The Breezy Porches



Brian Choate, PASCO League Pilot

1-26 Champion Passes Away

Dudley Mattson, long time 1-26 pilot and Air Sailing member, died on 8 January after a long illness. He passed away in his sleep at home in Vallejo, California. Dudley was born in Mansfield, Ohio, graduated from the University of Michigan. He received a PhD in Forestry in 1971. He and his wife, Elsie, were married for more than sixty years.

During his career Dudley worked as a Forester, taught Forestry at Iowa State University and Washington State University, and was an Economist for the EPA in Virginia and California. He served as an Army Air Corps Instructor Pilot from 1941-1945. After the War he flew light aircraft, but soon became an avid sailplane pilot, making many daring 1-26 flights on the ridges of northern Virginia. In retirement he moved his bird, 074, to Air Sailing and spent many happy days flying there. He competed many times in the 1-26 Championships, in later years teaming with Al Dressner or Key Dismukes. During a Championship in Colorado Dudley made an indelible impression on the 1-26 community by completing the assigned task on a day so weak no one else even attempted to leave the field. Dudley also acted as Lead Pilot during various Cross Country Camps at Air Sailing. Dudley's name has been added to our monument in the Memorial Grove and friends are arranging for a tree to be planted there in his name. Contributions for the tree can be mailed to Terry Duncan, ASI Treasurer.

FIRST CAMP HELD AT CLUBHOUSE: THERMALING CAMP 2002

by Rolf Peterson

The Thermaling Camp was the first Air Sailing event to use the new clubhouse. The clubhouse meeting room was a great improvement over conducting the morning instruction and discussion sessions in the hangar. The weather during the camp produced good soaring conditions. Most of the participating pilots made a personal best flight during the camp.

Under the tutelage of SSA Instructors Dave Cunningham and Monique Weil the following SSA badges were earned and awarded during the camp.

"A" Badge: Mike Oshell (Modesto, CA), Pat Healy (San Francisco, CA), David Kremers (Seattle, WA), Charlie Ferguson (Alameda, CA).

"B" Badge: Mike Oshell, Pat Healy, David Kremers, Charlie Ferguson, Maynard Vitalis (Dublin, CA)

"C" Badge: Mike Oshell, Pat Healy, David Kremers, Charlie Ferguson, Maynard Vitalis

Bronze Badge: Maynard Vitalis, Bill Howe (Denver, CO)

Mike Oshell, Pat Healy, Maynard Vitalis, Bill Howe, and Tom Hird (French Camp, CA) made documented **Silver Altitude** flights during the camp.

On the last day of the camp Maynard Vitalis and Andres Glassow (Livermore, CA) made flights from Air Sailing to Truckee.

Bill Howe and Fred Dwyer (San Rafael, CA) also participated in the Air Sailing Cross-Country Camp.

NSA SUMMER SAFARI

The course this year went to Gerlach, Cedarville, Susanville and ASI. Weather each day was either a challenge or a thrill starting with tough conditions for getting out of our valley. Thanks to Owl for the first two days towing. Three gliders made it to Gerlach where they waited for the rest of the intrepid souls to struggle out of Warm Springs Valley. Buzzard and the ground crew of Cara Cara and Varian joined the first group by car for the famed ravioli dinner at Bruno's that night. Mallard, Condor and Eagle made it to Gerlach on Tuesday with landings in dry lakes. That night Kestrel returned to Reno with Buzzard due to an impacted tooth. Wednesday was one of those heaven-sent days with climbs above 17,000' with Condor, Eagle, Mallard, Osprey (who had come up to only take Kestrel's plane back to ASI but got talked into going on with the group), Swallow and Swift all made it to Cedarville, a lovely town nestled along a high ridge of wilderness areas. Dinner and a bookstore tour rounded out the stay. The next day all made it to Susanville with thermals to 17,999'. Owl and Donna flew up to Susanville for the overnight. Friday proved tough with heavy winds and a gust front coming from the south. Swallow and Swift made it back to ASI with Osprey landing at Amadee, Buzzard and Eagle and Osprey landing at Herlong. Thanks to Chukar for the last days towing and to our valiant ground crew. We invite all of you to join us next summer to stretch your cross country skills and experiences.

CapCam2000

by Bernald S. Smith, Campaign Co-chairman

Thanks to a continuing stream of donations, we indeed have met our original goal of \$300,000.

The amount raised in pledges and donations is \$304,450. Everything on the list of projects except the hangar will have been completed to a great extent. As we stated when the campaign began, "...not everything may be accomplished this time, but with your financial participation in fund raising, a lot will be". Well, you did it! You participated; you gave generously of your money and in many cases, of your time as well in helping with the construction. Thanks to everyone for such wonderful support, including our contractor. Air Sailing is your place to soar. Bob McKay's vision has stirred you all to the greatest level of fundraising in the history of the facility. I trust I speak for the Trustees in expressing our sincerest appreciation for your support.

Odds and Sods

Thanks to Cara Cara for all the mechanical help he gives to ASI and NSA. He recently repaired the drag which he had built a few years ago, rebuilt the oxygen cart system which he had also built. You should take a look at the machining he did for battery boxes for the 2-33s, 1-26s and 1-36s!

Eric Norris is now flying a L-33. We look forward to sharing a thermal with him.

Dale Thompson, Rolf Peterson and David Rhodes spent two weeks testing the soaring in Parowan, Utah this summer. Rolf has earned many of the Utah State Sports Class Soaring records including Distance Out and Return: 285.75 nm, Free Distance: 316.44 nm, and the Three Turn Point Distance: 345.86 nm.

Special thanks to the Oregon folks of the Badge and Record Camp who, in the full spirit of Air Sailing, pitched in to wash bathroom/showers, picked up errant plastic bottles and cans, tossed trash and donated soaps and shampoo.

2002 Calendar

September 28	Air Sailing Trustees Meeting	David Volkmann	775-787-3197
September 28	Annual Awards Banquet	Ty White	510 490-6765

AIR SAILING NEWS Deadlines: *October 31 for the Winter issue, February 15 for the March issue, May 15 for the June issue, August 15 for the September issue, October 15 for the Winter issue.*

AIR SAILING NEWS

41600 Marigold Drive
Fremont, CA 94539

