

# AIR SAILING NEWS



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

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Do you remember your first solo? You probably do. Think about what a difference that day has made in your life. What a gift! How would you like to pass that gift on to the next generation?

You probably remember those earnest high school students who helped run the line at this summer's camps and the Sports Class Contest. Well, they were local high school students in a JROTC program and they were earning credit toward flight training in Air Sailing's Youth Soaring Participation Program.

Thanks to the outstanding generosity of Ed Lord and others, the Air Sailing Jim "Billy Goat" Hayes Memorial Scholarship Fund has enabled these students to begin their flight lessons. However, unless more CFI-Gs become available soon, the sponsors will be unable to honor our end of this commitment.

All Air Sailing members are invited to assist this program. If you are already a CFI, so much the better! But if not, we'll help you prepare for the necessary tests and we'll support you throughout your certification--and beyond.

Ultimately, we'd like to be able to offer full-service instruction to all members of Air Sailing. No more having to rent a ship and hire an instructor somewhere else to complete your BFR; no more wondering whether you'd really be able to safely handle an actual rope break at 200'; no more having to start the season without a refresher. We'd like to have a CFI "on call" every day, and many hands make the work easy. Many questions about the program remain to be settled--though we CAN tell you that CFIs will not be on call past noon, so that they will be free to do their own cross-country flying without interference. Even if you don't believe you can participate now, if you THINK you might be interested at some future date, please contact us so that together we can shape the program itself so as to be as enjoyable and worthwhile as possible for all.

We do guarantee that you will find that every instructor learns as much as their students do, and that the work is very satisfying. We're ALL students, every one of us! Historically, CFI-Gs have been drawn from a narrow segment of the overall pilot group, and we hope to remedy this. The type and amount of experience in your logbook counts for a lot less than the willingness to step forward and share your knowledge of the wonderful art we call "soaring."

Mark Montague and David Volkmann



## **Doug Gray, Norma Burnette and Cindy Donovan**

Since the annual meeting last September volunteers have put in hundreds of hours at Air Sailing. Most are unsung heroes who see a job needing doing and just do it. Many are newcomers who see others pitching in and ask what they can do to help. Some are visiting pilots who are told of our history and that we are a volunteer-run gliderport and are then asked to do a task during their stay. If each of us asks others to help, then we can get more of the jobs done, many of which only take a few minutes out of the day. We need every member to help.

The Editor saw Cindy Donovan gather materials and the help of the JROTC cadets to scrape - and Norma Burnette, Jay Sumpter (Chief Sitting Bucket), Bob Kuykendal and Doug Gray to paint - the Windmill Grove fence; Ray Rauen cleared drip lines; visitors Piet and Louise Van der Berg cleaned the entire Clubhouse one day! Others told me of Bob Stallings who not only dug and filled trenches, but dragged some of the runways, watered trees, patched drip lines. Bob Spielman disposed of our used oil, emptied the huge barrels of trash, and used his own heavy equipment to mow runways. We are grateful to Rolf Peterson who handles the generator, to Terry Duncan who mowed runway edges, to Jim Hays who hoed and hoed, to Barbara and Ruben, to Varian, to Pam and to Bruce for all they do! Thanks go to those who open and close windows to keep our Clubhouse and Bathhouse cool. A special thanks to David Volkmann who is there watering trees, doing chores and a myriad of other tasks most don't notice. Thanks, also, David for those new door closers. Thanks everyone!

Neita Montague

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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, two cross-country Safaris, the Gerlach Dash, and a guest membership program. Contact: Vern Frye 2240 Saddle Ridge Court, Reno, NV 89509. Phone: 775-825-1125 Cell: 775-843-7806.

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<b>Ty White</b>		\$ 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, 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.

## **Vern Frye Receives Per Ardua Award** By Bob Spielman

At the annual Gerlach Dash on August 9th 12 gliders of the Nevada Soaring Association and Air Sailing flew to Gerlach, NV on the Black Rock Desert. At the evening banquet at Bruno's Country Club were 26 pilots and friends and the Per Ardua award from the 1-26 Association was presented to Vern Frye. The Per Ardua award is the most prestigious and important award of the 1-26 Association. It is presented each year to the member making the most outstanding flights and/or other noteworthy contribution toward the promotion of the 1-26 and the 1-26 Association.

A beautiful plaque and a citation were presented to a very surprised Vern at the dinner. He is well deserving of it.



**Vern Frye and his 1-26 By Bob Spielman**

The citation reads:

The 1-26 Association hereby awards its most prestigious award to Vern Frye for his outstanding dedication and service to the 1-26 Association and its members over a period spanning 36 years. Vern began flying 1-26s in 1967 at the Air Force Academy. He earned all his diamonds in the 1-26, the 21st pilot to do so. He currently holds Region 11 straight-line distance and goal records of 325 miles and the 200 km speed triangle record at 37.8 mph. Vern currently owns 549.

As a glider instructor, Vern carries his 1-26 enthusiasm into his flight training. After solo in the 2-33, his students regularly fly the 1-26 in their second glider flight. In the past 20 years he has taught more than 200 new pilots and has soloed over 500 students in the 1-26. He informs his students that the 1-26 is appropriate for local flying, as well as badge and record attempts, including diamond badges.

Vern has served as President of the Nevada Soaring Association for more than 17 years. In that capacity he also demonstrates his enthusiasm for flying 1-26s for fun and badge flights, especially promoting cross-country flying. The Nevada Soaring Association hosted the 1-26 Championships in 1984.

As a token of our appreciation and an expression of our respect, the Executive Committee of the 1-26 Association hereby awards Vern Frye the 2003 1-26 Association PER ARDUA AWARD.

Signed by CLAYTON W. VICKLAND, PRESIDENT, July 17, 2003

## **ODDS AND SODS**

Applications: By Linda Monahan for Nevada State Feminine Award for 300K Out and Return, Open Class and by Herman Michel, age 71, for his Silver Badge.

Sixteen JROTC cadets took part in our Youth Soaring Participation Program: Cody Chase, Shawn Homer, Nate Simons, Robert and Michael Oldaker, Alex Davis, Tim Griffin, Tom Reider, Mike O'Brien, Chani Stites, Mike Wiseman, Kristen Hoisington, Heather Metz, Cesar Nieves, Daniel Schact and Travis Wicks. Cody gave some of his points earned to his sister, Tammy, who asked, on her very first flight, how she could fly again! Please see how you can help her out!

An Oregon flying club has lost a glider to a stall/spin accident this summer. Additionally a PW-5 crashed out of Montague while ridge soaring. According to the pilot his life was saved by the trees. So keep your speed up and always have an out!

Rumors abound about the possibility of a 2-32 on the field!

Photographs are always appreciated in JPEG format or prints. But PLEASE use fill-in flash !

Coot (Roger Harris) has produced videos which can be found in the Clubhouse. Check out "Ghost Gliders In The Sky" on the Bishop Safari video. You'll find also videos on Landing on Tow, Orientation for ROTC Cadets and others.

- Borrow a glider, not just any glider, but a PW – 5! Thank you, Barry Young
- Borrow a data logger, not just any logger, but an EW! Thank you, Cliff Hilty
- Have a scorer, crew, cheerleader and shrink all rolled into one! Thank you, wife (Linda)
- Have wife take a crash course on how to transfer data from EW onto floppy! Thanks, again, to Cliff & wife
- Drive 13 hrs to Reno, the last 6 hours or so without A/C!! Thank you, Jeep!!
- Fly the Practice Day and land out in a hayfield! Thank you, Mr. Farmer
- BUT FIRST, have wife get flat tire on Jeep on the way out to retrieve me! Thank you Dale Thompson who went with my wife & took care of the flat!!

By now, I'm beginning to wonder if this trip was bad JU-JU. These were the events leading up to my very first Sports Class contest win.

Air Sailing Gliderport (field elevation 4300' msl) is located in the beautiful Palomino Valley about 20 miles north of Reno. Notice, I said valley. Valley means that mountains are close by. Most of my flying, up to this point, has been in the sand hills of South Carolina. I now have a job at Turf Soaring School in Phoenix, AZ and there are lots of mountains there, but I never get the chance to actually go fly in the mountains.

Contest Day 1 was a 2 hr MAT with Stead as the first mandatory turn point. After that, I'm on my own. There is an 8-mile radius for the start cylinder with the top at 9500'. The thermals are taking me up to 11 or 12 thousand so I'm trying to figure out how to get a good start and do it within the rules. Mike Green patiently explains the start cylinder rules 5 or 6 times, but I'm still a little fuzzy on how to get an optimum start. Anyway, I'm on the wrong channel when Norma announces the start, but luckily, I see a couple of gliders head out toward Stead and that gets my curiosity up enough to switch to 123.3 and ask if the start time was announced. "Yes...about 5 minutes ago," says Norma. My race plan was to set up a course using Stead and Wofford as a triangle to keep me out of the mountains I was dreading. Winds were stronger than forecast with blue conditions in the task area. As I said before, lift was not a problem; just no cu's to mark the lift.

The triangle was set: the leg to Stead was 15 miles with a crosswind then to Wofford, 15 miles with a tailwind then back to Air Sailing, 12 miles, with a headwind. With the 2 hr minimum in mind and the triangle course, I could be close enough to home to get a finish at 2 hrs and 10 minutes. Include the 15 minutes to the finish time that the scoring adds and finish 10 minutes over the 2 hrs., that seemed the way to go. Stead is right on the edge of Reno Class C airspace, so you can't get too deep into this turnpoint. 0 points for the day if you bust C airspace. Another good thing about this triangle was the psychological advantage that I had by staying close to home. I figured by staying in close, I could fly harder. I used a flight band of 4000 to 6000'; that is, if I get as low as 4000', I get less selective looking for lift and go into search mode. At 6000' agl, I don't stop to thermal unless it's real good kick in your britches. So, as you can see, I tried to take the mountains out of play. I hope that long, drawn out explanation does somebody some good. Bob Kuykendall finishes 2<sup>nd</sup> in his HP-11 and Mike Hoke (from my hometown of Charlotte, NC) finishes 3<sup>rd</sup> in a T-51 Dart.

DAY-2 Read Day 1 and you'll know what I did on day 2. The wind was blowing harder and I got some wave on my way to Stead, which was again the first turn point. With the higher winds, I moved my flight band up a thousand feet on both ends. I didn't want to get too low and grind around in torn up lift. Mike Hoke did a great job for the day & got 1000 points. I managed to finish second and Dave Prather flew the farthest (143 mi) and finished third.

DAY – 3 this was a tough day. The task sent us out in the same direction on the Practice Day. I had landed out in a hay field that time. John Downing and Bob Kuykendall and I went out on course together for a downwind run to Silver Springs. Bob & John connect with lift against the Virginia's and I get low. I tried to get under John to intercept his lift, which gets me against the mountain and still no luck. My escape route is down to the valley and a land able area around Wofford. There is a house with a bunch of junk cars below me now, a little lift, a little sink, grind, grind; wonder why they don't clean up that junk yard. Now, I notice I'm slowly sinking into a soup bowl of trouble, funny how the mind works. Wonder if anybody even lives there. Warning, warning, Will Robinson, danger, danger! I barely make it out of this canyon down to the valley. At this point, I've really blown my start. I'm 1200ft agl and 12 miles back to the edge of the start cylinder into a head wind. I keep finding enough lift to ease my way back. I figure if I can just land and get another tow, I'll salvage the day. Just as I get final glide back to Air Sailing, I gig a good one up to 11,000' and get another start out the top of the cylinder and off I go again. Conditions have improved by now. To get to Silver Springs, I go down a wide valley, cross over some hills, narrow valley, more hills. On my way, I hear that Terry Duncan, John Downing and Mike Hoke are low and digging. Good thing there's a

ten-mile radius around Silver Springs. Dave Prather and I clip the radius and head on out of there. Now I have to cross back over the I-80 corridor, a narrow valley. Lower, lower, into the valley I go. A river runs thru it, but no hay fields, this time. There's some scrappy cu on the other side. I think I identify a place to land if I need it but what the heck. I keep an eye on it and head for the other side of the valley and try to hook up with some lift. By now, I'm looking up at the hills - - not good. It's a gamble continuing, but I know there's lift ahead. Finally, after much wringing of hands, and lots of promises to God, I get out of the valley of near death! The second turn point crosses over Air Sailing to #14, Flanagan. No problem getting over to 14, but by now I've been flying around 1 ½ hrs. I clip the 10-mile radius and head for Sierraville. I encounter a bit of wave but decided it was too far to go and I've used up my luck for today and land back home. The most fascinating story is how Mike Hoke got away from Silver Springs! He went around his elbow to get to his wrist, but he got out! Would have liked to see his flight trace. Jim Hamilton, another Charlotte guy, wins the day! Rolf Peterson finishes second and Bob Kuykendall finishes third. 300 points separates first from fifth.

DAY-4 is another windy day; first turn point takes me to yesterday's valley of near death. A 2 ½ hr MAT with the power plant for the first mandatory turn point. Good start, get to the power plant with enough altitude to get out of there, and guess what, lift over the power plant takes me to 11000 and a good run back to Air Sailing to set up my triangle race track! Good lift over Stead, downwind to Wofford with lift at the usual place and back to Air Sailing. A 1-26 marks a good thermal for me over the airport then around I go - - - again! Today, I get the 1000 points followed by Mike Hoke in his trusty Dart and Jim Hamilton in third place.

DAY-5 The Winscore program is not scoring Dave Prather properly from Day 4. At this point, it appears that it comes down to a race between Mike Hoke and myself; a mere 100 points after four days of racing separate us. The task is a 2 hr MAT. First turn point is only 10 miles away then back to Air Sailing, then wherever. The lift is weak today. I try to head out but get low and sail back to start again. I notice some planes up against some mountains and head over, get hooked up and start – AGAIN! A couple miles out of the first turn point for the first time the whole contest; I find Mike Hoke and his Dart. Now, if I can just stay with him, I figure we'll finish together and score pretty close. We get in and out of the turn point without any problems and head back for Air Sailing together. He goes right and I go left around the Dog Skin range. I gig a thermal and watch him get lower and eventually gig one himself. I get back to Air Sailing at the same time as Mike. I start my triangle, but he turns off in another direction. Somewhere on course, I hear Mike is low over a dry lake and may have to land. I'm having my own problems at Stead, but finally, after giggling a good one, I hear on the radio that Mike's landed out but he & glider are fine and requesting an aero tow. Wow! I feel really bad for Mike. He flew hard and made some miraculous recoveries from Day 3. Now it's my contest to lose so I stop pushing and just try to get home which wasn't a problem since I just wanted to get high and stay high and not get low. I even came in under minimum time just to finish. I hooked one more thermal over the field and got high enough just to savor the beauty of the country side; one last look at the emerald blue waters of Pyramid Lake, the Sierra and all the spectacular mountain ranges which rim the Palomino Valley that was so good to me.

Congratulations to all who entered and many thanks to all the tow Pilots and to all the volunteers: Bob Dwyer, Vern Frye, Charlie Hayes, Jim Hays, Bob Dwyer, Roger Harris and Bob Wells, Norma Burnette, Brigitta Kuykendal, Dale Thompson and all of the ROTC Cadets!

Special thanks go to Mike Green and Bob Klemmedson who were the contest directors.

Here are the final standings for the five-day event:

1	4075	BY	Gager, Jim	PW-5 Smyk
2	3725	U4	Prather, David	SGS 1-35
3	3622	PE	Peterson, Rolf	ASW-20
4	3565	18K	Kuykendall, Bob	HP-11
5	3338	9E	Hoke, Mike	T-51 Dart
6	3201	JLH	Hamilton III, Jim	Ventus C
7	2300	1PD	Downing, John	PW-5 Smyk
8	1773	05S	Duncan, Terry	H-201 Std



**Rolf Peterson and John Downing  
By Dale Thompson**



## **Landing a 1-26 on a dry lake can be a ...*Picnic!* Or "*There's Gold in them thar hills!*"**

by Kurt Redinbaugh

Each year since 1998 the Nevada Soaring Association (NSA) has conducted an event called the Gerlach Dash. This is a just-for-fun cross-country flight from our home gliderport, Air Sailing (just north of Reno, Nevada) to the small town of Gerlach on the western edge of the Black Rock Desert in northwestern Nevada, and back to Air Sailing the next day. Gerlach is home to Bruno's Country Club, where the evening dinner is to be held. Gerlach is also known as the nearest settlement to the Black Rock City and the Burning Man Festival each Labor Day Weekend. (If you don't know about Burning Man you are spending far too much time in your glider...check out their website!)

The straight-line distance is 49 nautical miles. The task is divided into two tracks...direct to Gerlach for gliders with short wings (L/D of 35 or less) and this year the long wing course is Air Sailing - Rye Patch Reservoir - Gerlach. Gliders are handicapped to determine the winning time.

The date is August 9, 2003 and I am attempting to fly direct in my Schweizer 1-26B, #298. This is my first attempt to fly the course over the Smoke Creek Desert and on to the Black Rock Desert solo and unaccompanied. I am comfortable as there will be a total of ten gliders attempt the task and therefore there will be many opportunities to relay position and trouble reports along the way. Our tow plane, a Scout with the call sign Club Tow and piloted by Frank Hamilton, will be shadowing us and will tie down for the night at our base camp on the Black Rock playa. In the event of a land out Club Tow should therefore be available for rescue with minimum delay.

Pilot briefing is set for 1000 hours. That means leaving the house for the drive to Air Sailing about 0800 so along the way I can get ice and grapes for the big day and putz on my glider for a bit before the brief. Once at Air Sailing, I note that others are busily prepping their gliders with oxygen, testing radios, doing positive control checks...in general feathering their nests for the out and back flights.

The briefing is precise and inclusive as would be expected from the military airmen presenters Vern Frye and Jim Hays. Vern is director of the event and designated cat herder. His call sign is Eagle, as always. Vern and Hermann Michel, call sign Cara Cara, are doing the task in a Schweizer 2-33. Launch tow pilots are Jim Hays, call sign Owl, and Frank Hamilton.

We discuss frequencies, start gate procedures, emergency preparedness, land out procedures and locations, desert survival and all other aspects of the task. Priorities for the event are the Air Sailing and NSA standard: 1) safe flight, 2) no bent airplanes, and 3) have an enjoyable and memorable time whatever happens.

The grid forms about 1200 hours. Pete Neumann, Spotted Owl, is first off and heads towards Tule Peak and the long course as if he has afterburner. I'm #6 to launch and think to myself that Pete will be in Gerlach long before I get off the ground! The launch continues and soon the reports of poor conditions begin coming over the radio. After I am airborne and scratching to 12,500' msl over Tule Peak Spotted Owl and Eagle review the soaring conditions and declare that the task for all gliders is Direct Gerlach and that the long course is closed. I decide to go through the start gate and turn south. I call the gate saying I am going to do a 180-degree turn past the gate and then call my start headed northbound. I encounter sink while southbound and the turn and go through the gate at 9,000' msl, 4,700' agl. Now I begin working for altitude so I can head out toward Flanigan Dry Lake, my first designated on-course safe landout site. I think back to flying to Gerlach with Eagle in 2002 in a Schweizer 2-33 and his demonstration of the seeming soaring contradictions of flying fast and exercising patience at the same time while on course. To fly like Eagle; 1) Fly slow in lift, very fast in sink. 2) When you lose lift while thermaling shallow your bank angle and slow down to find the lift again and determine its' shape. 3) When in doubt...head out on course. Pretty simple when you have a Master CFG like Eagle in the back seat. Try it solo in a 1-26 over a Nevada desert! Finally I achieve 12,000' msl over Tule Peak and arrive at 11,000' over Flanigan Dry Lake. I turn toward Tetrahedron Dry Lake which is landable but may not be towable because of recent severe storms in the area. I am working at 9,000' msl over Tetrahedron and get altitude enough to turn towards Sano Pass, a dry lake which is landable and towable. I get over Sano Pass at 6,500'

msl,, 2,500' agl. I drift toward Pah-Rum Peak to get enough altitude to jump to Empire Farms and its irrigated crop circles that are landable, while keeping an eye on the dry lake.

I hear Eagle and Cara Cara working their way from Flanigan to Tetrahedron and asking for status reports from other gliders in the vicinity. Suddenly I hear a call from Neita and Mark Montague, glider pilots with call signs Swift and Swallow, talking to Eagle, saying they are in their Jeep and are driving along a dirt road near Sano Siding. Neita and Mark had planned to fly their Libelles to Gerlach during the dash but because of a canopy problem they instead decided to drive taking the back roads. They planned to arrive in Gerlach about dinner time, 1900 hours, and have some good stories to tell about their adventure. The Montagues say they will park at Sano Siding and wait to see if anyone lands out and needs a hand.

After working the weak lift at Pah-Rum Peak and not finding any substantial reason to believe that I am going to make any headway toward Empire Farms, I cheat back to Sano Siding and work the conditions there. After about 20 minutes of scratching I resign myself to landing on the dry lake and waiting for Club Tow to rescue me with a tow the remaining distance to Gerlach. I spot a Jeep at the edge of the dry lake as I am doing a 360-degree turn to look for wind drift and decide what my pattern will look like. I cross over the railroad tracks on final and roll to a stop about 10 feet from Neita and Mark's beach umbrella they are using as shade. I sit in the glider with the canopy open feeling the wind and think this is pretty good...my first off airport landing, in the middle of Nowhere, Nevada, and here are my friends waiting for me! Since I know that unlike a landing at an airport there is no interference with any other traffic I take my time untangling my connections to the glider and enjoy the moments before getting out.

Neita has a cooler filled with all sorts of good food and drinks. She offers me cold cuts, fruit and cold juice. I'm now thinking this is a pretty good way to travel! I just made 20 miles in two hours and feel pretty good about it! (I must be a rookie cross-country pilot after all!)

The time is now 1615 hours and the heat and sun are intense. The wind is picking up and changing direction. Mark walks off to scout the proper road to take to continue the drive to Gerlach. Earlier Eagle and Cara Cara had passed overhead in the 2-33 on their way to Pah-Rum Peak. They were working the same canyon I had tried earlier and their persistence paid off. After much patience they disappeared over the peak on their way to Empire Farms and beyond.

Time is passed using the shade of the Jeep and the umbrella and watching the severe clear skies for Club Tow. More time passes and I ask Neita and Mark to head on their way to Gerlach so as not to miss dinner and the ceremonies that are planned. I assure them I am well stocked with ice water, grapes, energy bars (and even a hidden Pop Tart) so I will not have any problem waiting for my Club Tow rescue after they depart. Mark, airline captain and CFI-G, and true to his calling, says they will stay however long and make sure I get off the lakebed safely. I know not to argue with them.

About 1800 hours Club Tow calls and says he is landing Sano Sanding to give me a tow. Frank taxis up to us as we are standing by my glider and shuts the engine down so we can discuss the tow out from the dry lake considering the wind and terrain. We decide to push the glider to the far east end of the lake for maximum clear distance for take off and Frank says he will tow us with the plane to the far end with the tow rope to minimize the effort of moving the glider. This seems a great idea except that once underway we find that his being 200 feet ahead of us causes us to run the distance in the heat and dust! We get Frank's attention and he stops and lets us catch our wind about half way down the lakebed. Finally at the far end of the lakebed Frank again shuts down and climbs out to walk me through his planned flight path. Neita and Mark give their input as they have experience towing out of this site. Frank and I confirm that we have a clear understanding of the altitudes, turn directions, airspeed and emergency options that will apply to this tow. The climb out will require a 360-degree turn to gain altitude and then a 270-degree departure through the pass, continuing around Pah-Rum Peak and on to Empire Farms, Empire and finally we will pass over the other gliders tied down on the Black Rock Desert playa.

The tow out from Sano Siding is quite a challenge because of the stirring of the wind by the mountains surrounding the dry lake. The thought occurs to me that with the tow rope slack half the time during this tow I am paying for tow time I am not using! As the slack suddenly disappears the irony of that thought becomes clear. Once above the top of the terrain the air smoothes out and the tow becomes a matter of holding position. Frank keeps Club Tow very steady and this is much appreciated, because a rope break low down now means a difficult and delayed trailer retrieve.

Airtime to the NSA compound on the playa is 30 minutes. I release at 7,500' msl and circle the landing area to judge the winds, which are quite strong but directly out of the west. I turn final and find that to come close to the tie down area I have to fly with no spoilers and at minimum sink speed plus 20 MPH for the headwind! I touch down and roll to a stop but can't open the canopy to get out because of the wind. I see my son Erik, daughter-in-law Kris and their friend Will Bartlett coming

in Erik's truck to get me. With the three of them holding onto the glider I can get out and give them instruction on moving the glider safely. We tow the glider to the tie down area and find that because it is so late in the day no one is there to drive Tee Post tie down stakes into the playa. We decide to tie one wing of the glider to the gas mule the NSA ground crew brings to support the towing operation and the other wing to the bumper of Erik's truck for the night.

We all drive into Gerlach in one of the NSA members' van and get to Bruno's about 1930. The pilots plus those who chose to drive to Gerlach for the dinner are standing outside the banquet room to greet whomever is responsible for dinner being delayed. My call sign is Snoopy, and once again I am in the doghouse!

Dinner is awesome, awards and stories are exchanged and camaraderie and companionship typical of glider pilots is heavy in the air. All through dinner I am distracted looking for Neita and Mark and hoping they arrive before things wrap up. Much to my disappointment they don't arrive until 2130. The banquet room service had been cleared and the kitchen closed for some time. What took me 30 minutes on tow took them 3 hours driving. When this is explained to Bruno he has the kitchen staff put together his signature dinner for two and I don't feel quite so guilty after all.

Sunday my ground crew of Erik, Kris, Will, their friends Theresa and Rob and I begin disassembly of the 1-26 and loading it on its' trailer for the return to Air Sailing. This takes about an hour since it is a B model. We say our goodbyes; accept some bottles of cold water from Norma Burnett's cooler, and head out across the desert toward home.

The ASI/NSA priorities are maintained:

- 1) No-one is injured
- 2) No gliders are damaged, and
- 3) All in all it has been a great weekend and an unforgettable experience

I learned the following by striking out cross-country alone:

- 1) Eagle's flying technique works! (I still am not comfortable flying that fast in sink!)
- 2) True friends are worth more than *Gold*, and
- 3) Landing a 1-26 on a dry lake can be a...*Picnic!*

I can't wait for the next opportunity to do more cross-country work in my 1-26! I will check with Mark and Neita to see where they will again be waiting for me to land!

### **Next Issue: "On Landing Out!"**

We'll look at landing out and retrieves in our next issue. We're looking for short articles on **your** personal experiences. Tell us about:

- ❖ Your decision to land
- ❖ Your thoughts while landing
- ❖ How the landing went
- ❖ Whether you'd do it differently
- ❖ Your opinion of this place as a landing area



**Frank Hamilton arriving for a retrieve  
By Roger Harris**

### **THE ANNUAL AIR SAILING BANQUET ---- SATURDAY, SEPTEMBER 27<sup>TH</sup>**

**Join us at 6:30 for no host cocktails followed by dinner at 7:15. Choice of entrees: Chateaubriand, Mediterranean Chicken or Pasta Primavera. Don't forget our Silent Auction (and don't forget your checkbook!). Please contact Jennifer Presley at [presley@hoover.stanford.edu](mailto:presley@hoover.stanford.edu) by September 18 with your menu selection, Silent Auction items and estimated fair market value of each item.**

**Air Sailing Thermaling Camp held June 16 through 20, 2003**

By Rolf Peterson

The Camp got off to a great start for the eleven course participants with strong thermals to above 18,000 feet during the first two days. Ten participants made personal best flights on Monday and Tuesday. The weather deteriorated later in the week making flights on Wednesday, Thursday, and Friday a little more challenging.

Discussions were led on thermaling techniques, high altitude physiology, and glider performance during the morning class sessions. Dave Cunningham administered the A, B, C, Bronze Badge program during the camp and supervised participants who were official observers for flights for Silver and Gold Badge tasks.

Documented achievements include six Gold Altitude flights, five Silver/Gold 5 hour Duration flights, and ten Silver Altitude flights. Two participants earned the Bronze Badge, five earned the C Badge, six earned the B Badge, and five earned the A Badge. Some participants had earned A, B, C, or Bronze Badges prior to attending the camp. Six participants successfully completed the Bronze Badge written examination.

Participating Pilots and their Achievements:

Robert Chur	Monument, CO	Gold Altitude, 5-hour Duration, Silver Altitude; A and B Badges
Bill Davis	Grass Valley, CA	Silver Altitude
Boris Deianov	Sunnyvale, CA	Gold Altitude, 5-hour Duration, Silver Altitude
Maria Faber	Portland, OR	Silver Altitude
Paul Kruse	Gilbert, AZ	Gold Altitude, 5-hour Duration, Silver Altitude; A, B, and C Badges
Bill Levinson	Oakland, CA	Gold Altitude, 5-hour Duration, Silver Altitude; B, C, and Bronze Badges
Richard Miller	Berkeley, CA	Silver Altitude; B and C Badges
David Norinsky	San Gabriel, CA	Gold Altitude, 5-hour Duration, Silver Altitude; A, B, and C Badges
Tim Uphaus	Manteca, CA	A Badge
Ray Watson	Reno, NV	Silver Altitude; C and Bronze Badges
Roger Wentz	Bakersfield, CA	Gold and Silver Altitude; A and B Badges

**Historical Highlights..... Thanks to Norma Burnette**

From *WESTWIND*, February 1971

(Please send photos directly to Norma for our history books!)

I am enclosing the final determination letter from the Bureau of Land Management classifying the lands in question for recreation purposes and approving the petition of Nevada Soaring Association. An additional 30-day appeal time had to run after this letter of August 21, 1970, before it became absolutely final.

Bob McGehee and I met yesterday with representatives of the BLM. They have completed an appraisal on the subject property... we can cut down the area we are leasing by at least 50%, if not more, and decrease the rent... The BLM has suggested that we talk with the Country Parks and Recreation people. The County has recently, for and on behalf of a private group of motorcyclists and dune buggy enthusiasts, applied for and received a block of land about five miles from our location. The County has acquired for the use of these specific groups this property and the rental is practically nothing, and the County, at its own expense, is going to put in water and sanitation facilities. We intend to investigate immediately the possibility of the County making application on our behalf and determine what strings, if any, might be attached to such an arrangement.

The final possibility is that of an airport lease, which runs about \$10.00 per year. However, under this it would be completely open to all aviation and under FAA jurisdiction. I think this is probably the least desirable alternative.

To sum it up, at worst we can receive a runway two miles in one direction and a mile and a half in another direction, with sufficient room for camping and improvements for a rental of \$638.00 per year. I think this alone makes the project very feasible. We will pursue the County project and see if this offers an even better alternative. However, if you agree with the contents of this letter, I think we are now in a position to pull all stops and get this project definitely on its feet. I look forward to hearing from you.

Sincerely,

Charles. D. Glattly

# 2004 Calendar

June	Bishop Encampment
June	Thermaling Camp
June	Cross Country Camp
June	Sports Class Contest
July 3-4	4 <sup>th</sup> of July Family Weekend
July	NSA Summer Safari
August	Gerlach Dash (6th Annual)
September	Annual Awards Banquet

*AIR SAILING NEWS Deadlines: October 31 for November issue,  
January 31 for Winter issue.*

## **AIR SAILING NEWS**

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