



David Volkmann at the ASI Sports Class Contest

Reno Fire Department Visits Air Sailing

By Tim Tobin

On Tuesday, August 7th, the Reno Fire Department paid Air Sailing a visit at our invitation. We wanted their input on our recently upgraded Emergency Response equipment, and we also wanted to take the opportunity to familiarize them with the layout of our facility. I arrived early to be sure the area was presentable and "B" Shift Captain Jim Beach rolled in right on time at 10:30 A.M. with two trucks and three members of his squad. They stayed for about two hours, and seem to have gained a very good perspective on our operation. We were able to show them all the key parts of our facility, and, thanks to Stoney (towing), Mark Montague and his student Laurie, they were able to observe a number of flight operations as well. We even pressed them into service at one point turning Mark's ASK-21 around, answering once and for all the question "How many Reno Firefighters *does* it take to move an ASK-21?" Answer: Four!!

It was interesting to see things from a First Responder's perspective. They examined a tow

plane and a few of the gliders with a focus on rescue access methods and how to approach each aircraft in an emergency. The first question asked on the tow plane (other than "This thing actually flies?") was: "How do you shut it down?" Excellent question!

The firemen also took a good look at the Emergency Response Equipment we recently set up. They made suggestions on improving the emergency equipment (a couple of items we should add to the kit and some ways to consolidate the existing items). We also had a discussion of how to best guide the First Response vehicles to the accident/incident site. The Firefighters stressed the need to have someone go out to Winnemucca Ranch Rd. whenever Emergency Vehicles have been summoned. This individual can then direct the First Responders to the incident site via the most direct route. As an example, an accident at the southwest end of the emergency strip would be best accessed directly from Winnemucca Ranch Rd.

Overall, Captain Beach and his crew seemed very satisfied with our entire operation, and gave us high marks for safety. Of course, I immediately offered them glider rides!!

I will be making the recommended changes to the Emergency Response Guide and Kit right away. We also plan to make a brief video exhibiting the updated equipment and outlining some of the suggested procedures to follow in an emergency.

I'm sure I speak for all the ASI and Sierra Flyers members in voicing our thanks to the Reno Fire Department and especially to Captain Beach and his crew. They really went out of their way on our behalf.

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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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			\$ 50.00
ASI Membership	Donation (Tax Deductible)	+	
41600 Marigold Drive	TOTAL		_____
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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

ASI Sports Class Contest 2007

By Hal Chouinard

This year I attended the Air Sailing Sports Contest where, according to tradition, the winner is awarded the “privilege” of organizing the contest for the next year. After a great week of flying in the Sierras I am now looking up at the beautiful trophy over my TV set facing the reality that next year I will be putting the event together. Up to this point my volunteering efforts in the sport have been confined to cooking chicken and buying a few donuts! Hopefully those donuts will pay off and I can convince the competent and loyal group of Air Sailing volunteers, as well as pilots, to come back next year to continue this wonderful tradition.



Chad Moore

Last year the contest was won by John Sinclair (JJ) in a tightly contested battle. John had to withdraw from running the contest but was able to secure the services of a past winner Chad Moore. Chad had some minor problems with his glider that prevented his flying the first two days of the contest but in spite of this he showed up to run the event. We hope to see Chad next year as a contestant and of course to deliver the daily weather briefing.

Bob McKay was the contest director and also served on the competition and task committee with Mike Green (MG) and Rolf Peterson (PE). Dale Thomson (DND) was the official photographer and published

the daily reports to the SSA website. You can see some of the great photos and Dale’s write-ups on the SSA website

(<http://www.ssa.org/members/contestreports/contestresults.asp?to=7/30/2007>). Dale was also crewing for pilots Roger Harris and Rolf. Lee Edling was the Operations Director/Safety Officer as well as tow pilot with Bob Stone (Stoney). Our Gate Director and Scorer was Pat Downing. Weather was handled by Chad with assistance from Doug Armstrong. Norma Burnette ran the radios each day tracking the progress on the contestants and making sure we had our wheels down and locked at the end of each flight. Norma also was in charge of organizing the nightly meals and the banquet. Varian Harris, was there each day to assist in the launch and David Volkmann provided sniffer duties on several of the contest days. Without all these people, and others I probably have overlooked, a contest would never get off the ground and they deserve special thanks for dedicating their time to this event.

The reputation of Air Sailing as “a good place to enter your first contest” is accurate but you will also find some very fine pilots and challenging tasks at this event. I still remember last years “Banquet Task” to Gerlach and this year our last day was just as tough!

One of the nice things about contest flying is you assemble your plane once and other than dealing with the O2 and batteries it is ready to roll out for the next day. The tie down areas are close to the runways with ample space for a large number of gliders. Meetings are held in the Air Sailing Club house which is fully equipped with a wireless internet connection, a large library of videos, magazines and some interesting photo albums covering Air Sailing’s history.



Daily Pilot Briefing

At 10am it is time for the daily Pilot Meeting consisting of a safety talk, weather briefing, previous day winner's speech and finally the announcement of the day's task. During the contest we had safety briefings by John Downing on care and feeding of the parachute, Rolf Peterson on landing out and Chad Moore on survival kits. At the conclusion of the meeting there is time to ready your plane and position it according to the assigned launch order in what is referred to as "grid" time. Air Sailing has a small fleet of golf carts and with everyone helping this process went smoothly.

When the planes are on the grid the Contest Director (Bob McKay) usually holds a brief pilot meeting to discuss the tasks. For each day there are several backup tasks that can be announced prior to the gate opening. Decisions the CD and the task committee make are designed to improve the safety and the success of the pilots in the contest.

Red and Blue tow handled the daily launch in short order. The standard tow is 2000 feet and depending on the wind direction you can be released close to the slopes of the Dog Skins or Red Rocks. If you are uncomfortable thermaling close to terrain it is possible to ridge soar or find lift over the valley. Other than a mechanical problem I do not believe we had any reights.



War Stories

Fifteen minutes after the last glider is launched the gate is opened. We used a five mile start circle and a maximum altitude of 5,600 agl. I had my problems on three days staying under the height limit two minutes before the start. Minor infractions cost you 25 points so it is a good idea to bring a stop watch. We had a great week of soaring with excellent speeds by all contestants. The following is a brief description of the daily tasks:

The practice day is a flurry of activity with pilots registering, paying for fees and assembling their planes. It is a good idea to take advantage of the practice day to work out the last minute bugs and make sure you are ready to race on day 1.

On Sunday the task was a modified assigned type with the first and only turn point designated as Rabbit Dry Lake. On this type of task (MAT) the pilot is free to select to fly to additional turn points after making the assigned point/s to accumulate distance/speed points. This task had a minimum flight time of 2.5 hours. If you fly longer there is no issue but shorter flights are scored by dividing the distance by the minimum time. Typical of a practice day we had good conditions with most of us heading south on the Pine-nuts with Matt Herron Jr. (JLH) and Morteza Ansari (EP) going as far as Lee Vining, logging 272 miles.



A Great Day at Air Sailing

We all returned successfully to enjoy a wonderful meal (grilled Pork, green Salad, zucchini torte and desert) prepared by our radio operator Norma Burnette. Norma arranged all the evening meals, where each night the contest dinner was hosted and prepared by either a contestants or one of the contest personnel. This is a great time to exchange the stories of the "Good Old Days" with the many interesting veterans of Air Sailing. If you are new to contests, or the area, the evenings are excellent opportunities to seek advice on soaring in the Sierras.

The desert can be hot during the day but the evenings are cooler and the sunsets and scenery can be spectacular. Many of the contestants stay in motor homes or trailers, some of which can be rented from Air Sailing. I stayed in Reno at one of the casinos (\$35/night) but next year I am opting to stay right at Air Sailing.

Monday – Day 1

This was the weakest day of the contest with high cirrus clouds covering most of the sky. There was some instability as Cu's were forming under the cirrus however due to the unusual weather pattern it made course selections difficult. The task was similar to the practice day heading first to Rabbit Dry Lake. Many of the pilots turned around at

Rabbit and headed back north to better looking Cu. I decided to head south toward Yerington and patches of sunlight where I was fortunate to find lift by Rosachi. I continued north finding good lift at the south end of the Pine Nuts, climbing to 15K. I touched Flying Mouse and headed east to Hilton climbing up on the Mt Grant ridge before returning to Air Sailing to record a handicap speed of 56.41. Russell Holtz came in second with 44.65.

Our score keeper Pat was going crazy reading our landing cards. Many of the pilots (my self included) were not aware that some of the entries in the turn point file are airports or designated emergency landing fields and these do not count for scoring. When entering a contest take time to study the turn points, restricted airspace and contest rules as one mistake can but a major dent in your score. One contestant with the nickname "Mr FAA" was using nautical miles instead of statute miles and nicked the Reno class "C" airspace. He was comfortably over the height limit but during a contest flying over a restricted area is not allowed.

Monday's dinner was a combination of steak, chicken, corn on the cob, salad and a variety of ice cream served up by Mike Green, John Apps, and their friends Kate and Dale.

Tuesday

Due to weather Tuesday was declared a rest day.

Wednesday

With my ego inflated from the first contest day I sped south to start the task. The lift initially was fantastic but the clouds bases were not high by Sierra standards. I left Pond Peak in reasonable shape (12k) and with good clouds ahead things were looking up. Conditions can really change fast and I rapidly found the lift was turning into sink as I picked the wrong cloud street to follow. Soon I found myself over Silver Springs at 6.5k desperately looking for lift to prevent a land out. After 1 1/2 hours of scratching and getting nowhere I committed to Rabbit Dry Lake and located a thermal on the south end that initially started at 6 knots but quickly was averaging 12. Getting to 13k I decided to return to the starting gate and try to restart. Fortunately the conditions were vastly improved by my new 3pm start. I ended up completing the task with a raw speed of 83 mph for a second place finish. Persistence is an important part of contest flying and it is easy to give up when you are low, the cockpit is getting hot and your fellow pilots are reporting OK on course. I find screaming and swearing help. The winner for the day was Russell Holtz (DP) turning in a handicap speed of 76.43.

The evening meal of pasta, french bread, salad and ice cream was sponsored by the Pat and John Downing.



Russell Holtz (DP)

Thursday

Thursday the lift started late but was strong, probably the best soaring I have ever experienced at Air Sailing. The day was basically running up the Pine Nuts and returning to Air Sailing. As with all the days the scoring was very close but this day was won by John Downing (GO) with a handicap speed of 70.72 with Chad Moore (4Z), flying his first task, finishing second. One of the great things about a contest is seeing the smiles from the day's winner, and since this was John's first contest win it was a big smile!

Thursday's dinner was salmon, chicken, caesar salad by the father/son team of Matt and Matt Herron and yours truly cooking the chicken.



Hal Chouinard in Glider, John Downing as Shade

Friday

Friday's task was Sweetwater, Dayton, Flying Mouse and Air Sailing. This had us looking out of the cockpit and calling position and altitude as we had gliders flying north and south on the Pine Nuts

under the same cloud streets. Chad Moore won this day in his Russia (4Z) followed by John (GO), Doug Gray (DV) and the Michael Green (MG). I ended up in 5th place with another 25 point starting penalty. Not calculating my final glide cost me as I finished early soaring over the finish gate at 11k. I had thought I had flown to the outer limits of the Sweetwater circle but incorrectly turned around when I reached the end of the Flying Mouse circle. I admit that I rely way too much on my PDA display and need to work on the basics of navigation.

Friday was the traditional Mexican dinner hosted by Rolf Peterson, Dale Thomson, and Roger Harris.

Saturday

Saturday was forecasted to be another good soaring day. I think because we had headed south every day into strong lift the task committee decided the "Banquet Task" would head us northwest to Susanville then back to the Tracy Power Plant, north to Flanagan and then home. The forecast was indicating higher winds and weaker lift in the Susanville direction so I assumed the task committee felt that we needed to earn our points on this last day.

I did have a good start over the Dog Skins (14k) heading northwest to Mt 7990. From my lofty start height I headed out on course hoping the next mountain, rock formation or radio tower would trigger the usual thermal. My initial plan was to go deep into the Susanville area but looking back I should have realized the day was not living up to the forecast and turned around. I kept thinking the next mountain peak would be the one that would get me the thermal I needed to head back. Abreast of Susanville I had to leave the mountains and head over the airport to what I thought would be a certain land out and the end of my chances to win the contest.

Never one to give up early, I maneuvered over a wrecking yard close to the Susanville Airport finding some lift. I then started moving east over the small brown hills to the east of the airport, climbing to 9k, which allowed me to cross over Honey Lake toward Herlong. At Herlong I tried the prison and some other buildings for lift and made it back to a little over 7k. I then headed for some rocks and a small ridge that connected to 7990. It was there at 6.7k that I was able to work my way up the north slope of 7990 to a strong thermal. About this time I heard on the radio the John (GO) had landed out in Susanville which was very unfortunate as he had been improving every day and was in second place. Matt (JLH) and Roger Harris (RD) also reported low but were able to recover over Flanagan Dry Lake.



Lee Edling

The rest of my flight went extremely well so I thought I might still have a chance to win the contest with my point lead. To my surprise it turned out to be a difficult day for everyone and I ended up winning the day and the contest. Doug Gray who flew consistently all week was second and the Mighty Gorilla team was third. The evening was topped off by the traditional banquet dinner.



Doug Gray (DV)

Air Sailing is truly a treasure that the soaring community should continue to support. It is one of the few locations run by a non profit organization solely for the enjoyment of our sport. It would be great to see greater participation in this event next year. If you are new to contests this is a wonderful opportunity to participate and to those veteran contest pilots we could use your mentoring skills and competitive flying to show us how it is done. The contest is also SSA sanctioned so it also a good place to build on your national ranking.

Please keep Air Sailing in mind when you are planning your soaring adventures for next year. We will be posting the dates of next years events early in January. If anyone has questions please feel free to contact me. hal@cm-inc.com or 707 795-3063.

President's Message – October 2007

By Ty White

The trees at the gliderport are turning fast, the westward migration of glider trailers is mostly done, the Bathhouse is in Winter mode – another good summer soaring season is done. Of course, the gliderport is active and many excellent flights will be recorded through the Fall and Winter, but now is a good time to reflect upon 2007 and look forward to 2008 and beyond.

A lucky group of Air Sailing members were treated to a very special Annual Banquet event the last Saturday in September. The Banquet and Silent Auction were held at the impressive Fourth Ward School Museum in Virginia City, thanks to Rick Walters and Barbara Mackey (Director of the Museum). This was truly a memorable event, highlighted with an appearance by Mark Twain (McAvoy Lane), who regaled us with mostly truthful stories about old times in Virginia City. You should have been there.

Following another successful Air Sailing Sports Class Contest this past July, the Air Sailing Board of Trustees has decided to expand the envelope a little next year. For the first time in Air Sailing history, next summer we will host a FAI Regional Soaring Competition, with multiple classes in addition to Sports Class. We're hoping for a good turnout, and will be looking for volunteers to help run the event when we get into more serious planning.



In addition to the Regional Contest, we will of course repeat our popular Thermal Camp and Cross Country Camp: both are very important in introducing pilots to high desert soaring and to Air Sailing.

The NSA will host another in its series of Safari style events, following on the success of the Lone

Pine Camp this past summer, and we can expect another installment of the Gerlach Dash in August.

Looking farther into the future, Neita Montague plans to go for a repeat of the successful Women's Soaring Seminar held at Air Sailing in 2005, and will organize another Women's Seminar at Air Sailing in 2010. The year before that, in the summer of 2009, Neita is planning a g of the Libelles" for Air Sailing – stay tuned for more details as this event is planned.

The Air Sailing Clubhouse, Bathhouse and site electrical system were all funded by the Capital Campaign drive launched in 2000. As we had hoped back then, the Clubhouse has become a focus for gliderport life in all seasons, serving us as kitchen, lounge, reading room, lecture hall, meeting room, dining hall, warming shed, refuge from sun and dust; it is hard to remember not having it there to enjoy. When you factor in the Bath House and the electrical system providing 24/7 power, the money raised in the 2000 Campaign plus the hard work by Air Sailing member volunteers in the construction phase have helped make Air Sailing one the finest soaring facilities in the country – a great place to spend a day, a weekend, or a week. It is also one of the best places in the country to hold a camp or other soaring event, attested to by the fact that Air Sailing will be a repeat venue for an international event such as the Women's Soaring Seminar.

The 2000 Campaign funded improvements to gliderport living; you all know we've launched new Capital Campaign to be focused on improvements to the operational infrastructure. We want to build a second hangar, in part to ensure indoor storage of the ASI and NSA towplanes, but also to provide more hangar space for sailplanes. We plan to augment diesel power generation with a large solar array – both to improve the service life of our batteries and generator, and to cut into the use of diesel fuel. We want to fund significant improvements to the emergency landing strip, as well as general road work. We won't start any of these projects until the funds have been raised, but we're hoping to be able to install the solar system before the next soaring season. We rely upon the generosity of our members both for money and volunteer labor, so we hope you will all support us in our effort to make further improvements to a fine soaring site.

Glattly Trophy Awarded to Bob Spielman

By Ty White

At the recent Annual Banquet, the Air Sailing

Board of Trustees bestowed the Charles D. Glattly Participation Award upon Bob Spielman, aka "Chukar". The Glattly Award is named for Chuck Glattly, one of the founding Trustees of Air Sailing, Inc.

We awarded the trophy this year to Bob in recognition of his tireless efforts to ensure reliable tow service for our gliderport. Bob is Chief Tow Pilot for both Air Sailing and the NSA, and also organizes the maintenance for both towplanes operating at the gliderport. Bob works at this job all year, on a volunteer basis, mind you, and all of us who fly at the gliderport owe him a debt of gratitude for a sometimes thankless task. When you see Chukar, just say thanks.

Previous recipients, by year:

86 – Vern Frye
87 – Fred Fricke
88 – Herb Brown
89 – Vern Frye
90 – John Montgomery
91 – Alex Burnette
92 – Brad Hart
93 – Pete Neumann
94 – Paul Skrotzki
95 – David Volkmann
96 – Cindy Donovan
98 – Bob Kuykendall
99 – Dale Thompson
01 – Neita Montague
03 – Steve Smith

Why April?

by Neita Montague

I often wonder why my glider friends wait so long to start the season and then cut the season too short. There must be a perception that the soaring season is as short as the summer. I wonder if this thought is based on the school vacation. Many of us have kids who are growing or grown and the concept of summer and the days we can soar certainly can stretch beyond the usual months.

Unlike many soaring sites between the California coast and the Sierra Nevada, Air Sailing has excellent soaring most of the year. In fact some of the finest wave flights occur in March, April, July, mid-October and November. We used to hold a Wave Camp in April!

Warm sunny days in April had us out flying and staying up this past year. Wouldn't April be a perfect time to get your BFR and to start polishing your skills so that "summer's" soaring might even be more

rewarding and spectacular? Bring your gliders when you come to the Spring Maintenance Party (now under the direction of Cindy Donovan) so that you can start thinking "Soaring!" This might push you to do some reading and getting your equipment ready for YOUR season earlier and give you more soaring days.

We have several instructors on the field at various times, several of them living in Reno and available year round at 775 area codes: Lee Edling, (722-9188) and Rob Stone (240-9461). Others available on an irregular basis are Mark Montague (843-7510) and Rolf Peterson (925 447-5620/4255 or at Air Sailing, 925-784-0344).

It seems that Air Sailing had the most tows of the 2007 year in October. That must mean that there was good weather then. There were some great wave days and good flights on other days.

Keeping your hands on the stick year round (or more of the year) will make you a better and safer pilot. Polishing your skills early will make for even great soaring and longer cross countries for you during the "hotter" parts of the summer, by hot I mean the time when most people come to soar at our gliderport.

I look forward to seeing you in April and May and the summer and September and October and November!



Soaring at Torrey Pines

Air Sailing Happenings

By Lee Edling

Get your wave clothes and join the fun! Have a bag packed so you can grab it and drive to the airport when the lannies appear. I'll be at Air Sailing waiting for a great diamond altitude day.

Thinking of spring? When the soaring started this last spring, I wasn't ready in regards to all of the electronic magic stuff. We have three different data loggers that we use and I wasn't up to speed on the

Cambridge or the Volkslogger, devices I've used in years past. Recently I've used the Colibri most of the time and was sort of okay with it when the season started.

My solution for next spring is to ignore all three and buy one that I'll keep in my flight bag. I'll probably go with one of the new E Ws , but we'll see. Then I'll need a pocket pc and probably the Glide Navigator II software. We all have several months to practice before spring.

A good start for flight planning is a wide screen laptop. Mine runs Vista. The latest on Windows Vista with DirectX10 is that computer manufacturers now have Microsoft approval to sell computers with XP until June of 2008. Graphics tests show that Vista has slower frame rates than XP, so many computer users, especially gamers and flight sim users, don't want to buy a new computer that is slower than what they had. There seems to be a good business at the computer stores of installing the older XP with DirectX9 on new Vista machines. Improved video drivers might help the problem—only time will tell. Do some research if you are getting a new computer this winter. If you aren't into high performance graphics applications, I expect Windows Vista will be okay for you.

I've had problems with a printer driver in Vista, also.

Vista is different, and, as in the Apple TV ads, Vista asks you to confirm everything, usually more than once. I freaked out the first time it told me that a program may not have installed properly. Now I accept that warning as part of Vista speak.

I loaded SeeYou 3.1 from my disc and downloaded the updates from the Naviter website, www.naviter.si. The current version of SeeYou is 3.72. The Air Sailing wireless made it easy to download new vector maps. I moved some IGC files over from another computer and, having heard that 3D animation was a problem on Vista, that was one of the first things I looked at. It works great! So, if there was a glitch, Naviter has fixed it and SeeYou looks great on the new Vista laptop.

Looking back on the summer of 2007, we had many hard working volunteers helping with the camps and the Sports Class Contest and all went well. As always, there were pilots who had not flown here before, and as always, they just couldn't believe the great soaring.

It was a dry summer and we needed more moisture to achieve magnificent soaring conditions, but it was still great. With the dry weather, we had fires and smoke. The early Thermal Camp had great weather

and the Cross Country Camp had a couple of soft days but that happens.

One summer flight that I remember being impressed with was Shannon Madsen's July 30th flight in his ASW-20. He loaded water and headed south and came back almost seven hours later having turned just south of Bishop on the Whites. It didn't look like that great of a day, but it was for him. Shannon sent me the IGC file, so before I try a 500km out and return in that direction, I'll review his flight.

The Pyramid Wave Window is being modified. The airspace between FL180 and FL190 is now controlled by Reno and not Oakland Center. Rolf Peterson is our PASCO representative working on a new agreement and he will try to extend our wave window to the west while giving up some space to the east.

Talking about Rolf, on July 12th he made a very long flight in Utah that allowed him to claim the seventh 750k diploma awarded in the US. He says you can access the file for that flight on the OLC (Online Contest) website. His flight lasted over eight hours in his ASW-20.

Jonathan Hughes completed his diamond badge this summer! Congratulations!

My younger son, Kevin, flew NSA 1-36s at Air Sailing this summer and completed his Silver Badge. Now, if I can just get him to land at Air Sailing at the end of his flights. Just joking, Kev!

Rob Stone (Stoney) has his CFIG! His hard work was rewarded!

NSA purchased the pretty 2-33 that was here in the hanger and one of the local fixtures, the yellow 2-33, is now in Texas with its new owner.

The Air Sailing wireless service is very stable now. Ty White donated another year of service with Outlaw Wireless. When you turn on your computer at Air Sailing you'll have your choice of three routers, just select the strongest and surf away.

Fly more and stay current!



Calendar:

TBD

AIR SAILING NEWS

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