



Air Sailing, Inc. presents

## The 34<sup>th</sup> Annual Cross-Country Camp August 8-13, 2021

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Every good flight starts with good preparation. We have tried to keep these to a minimum to maximize participation.

### Equipment Requirements

- Glider and Trailer  
Sailplanes are also available from Nevada Soaring Association and possibly from Soaring NV in Minden. Make sure that your trailer is in working condition and has the proper connections for your tow vehicle.
- Current liability insurance; see registration paperwork for specifics
- Parachute with Recent Repack (not strictly required, but *very* highly recommended)
- Extra weak links (if normally used)
- Oxygen System  
Most of the soaring in the Great Basin is between 10,000 and 18,000 MSL making an oxygen system a must.
- Panel Mounted or Handheld Aviation Radio  
Radios are required to launch at Air Sailing and serve as an excellent teaching tool.
- Current San Francisco and Klamath Falls Sectionals
- Sailplane and trailer checklists

### Experience Requirements

- Private Glider Rating
- 30+ hours of Solo Glider Time  
(There is some flexibility in this requirement. Talk to the camp manager if unable to meet this amount.)
- IMPORTANT: All pilots who have not previously flown at Air Sailing may need to show proof of either recent high desert mountain soaring experience or may be asked to take a checkout (dual) with an Air Sailing instructor. This will be available at a very nominal charge, as our interest is your safety.

### Documentation and Paperwork Requirements

- Proof of Liability Insurance  
Two copies: One attached to your Air Sailing Waiver of Liability and one to carry in the glider.
- Registration Fee & Signed Waivers
- Completion of the annual Air Sailing safety briefing (available at the start of camp)

### **Recommended Equipment**

- A GPS navigation device is recommended; a number of free or low-cost software packages designed for glider pilots are available which run on Android or Apple devices
- GPS logger for badge verification
- Pilot Relief System  
4-5 hour long flights are not unusual. A relief system can be as simple as a double zip lock bag, possibly with absorbent material inside, or as thorough as a pee tube system.
- Landout Kit  
Many pilots carry a small kit with water, space blanket, flashlight, etc.
- Camelback (tube and bladder hydration system)
- Cell Phone
- SPOT satellite tracker, Garmin Inreach and/or ELT / Personal Locator Beacon
- Sturdy Walking/Hiking Shoes
- Cooler/ice chest for use on the ground at camp

### **Pilot Preparations**

Here is a list of pre-XC practical standards that will help you get the most out of the Cross-Country Camp and otherwise fly safely. You should review this list yourself or with an instructor to ensure that you are as prepared for camp as possible:

- **Bronze Badge Standards**  
This program is designed to prepare pilots for XC flight. The information and criteria are a good basis for skill building.
- **Proper Energy Management in the Pattern**  
Landing safely under demanding conditions requires precisely control of airspeed, descent rate and altitude. You should be able to adjust for wind, lift / sink, terrain and other factors in your traffic pattern and land at the desired place. You will adapt much better to flying in high desert conditions if you are practiced at flying precisely.
- **Thermalling Ability**  
Thermalling should be “automatic.” You should be able to reliably center thermals, divide attention appropriately between cockpit displays and outside and know how to thermal with other gliders. You should be comfortable at 45-degree bank angles and have recent stall and spin practice.
- **Etiquette and Communications**  
You should know standard runway and tow signals and be familiar with ridge and thermalling etiquette.
- **Soaring Math**  
You should be competent at figuring glide angles and arrival points, density altitude conversions and other in-flight calculations (or be adept with your flight computer).