

SIERRA SOARING, INC. AT TRUCKEE-TAHOE AIRPORT

Soaring every day. Tow pilot on duty.

RENTALS

Schweizer 1-26 and Schweizer 2-22
And, specially instrumented
for wave conditions

Brand new Schweizer 2-32

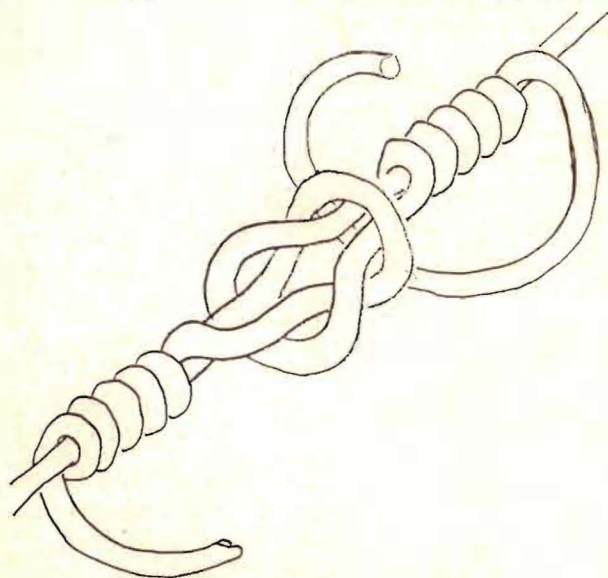
Instructions in these sailplanes by veteran
instructors, by appointment.

35 miles west of Reno on highway 40. Phone
Truckee-Tahoe: (916) 587-4119. Business office
address: 213 - 26th St., Sacramento, California
Phone (916) 447-7057.

To the fabulous Squaw Valley, 15 min. driving
time.

Special preparations are being made to establish
new records from this **TREMENDOUS SITE.**

If the wire should break, smoothly and quickly
nose over to maintain airspeed and release the re-
maining wire from the ship. Always pull the release
at least twice to make sure wire will not be drag-
ging on landing. If the wire breaks at low altitude,
land straight ahead. It takes a surprisingly short
amount of time and effort to tail the ship back to
the starting position or to do one of the following:



Tow-wire splice knot. Note that the loose ends of the wire should be
wrapped around knot to prevent wearing.

(1) Tow the ship off again using the remaining
runway and (a) Land straight ahead at the upwind
end of the runway (b) Do a 180° turn and land
downwind at the take-off point (c) With enough
altitude, execute a normal landing at the take-off
area.

If option 1a is exercised, one can reverse the
wire by dragging it around a stake or post. Never a
person! Then assuming light or no wind conditions,
tow downwind. Tow speed, however, will have to be
increased considerably even under light-wind condi-
tions. For example, with a 10 mph wind and a normal
tow speed of 45 mph, the downwind tow speed
would be 65 mph.

Upon cessation of the day's activities, if at all pos-
sible, leave the wire lying stretched out on the
ground. At first it may be necessary to stake the
ends, but after a few days of towing the wire will
lie quite flat without looping and coiling. If it is nec-
essary to take the wire in, use a hand operated drum
to roll the wire or use a drum driven by a starter
motor. We are still perfecting the latter.

These instructions have been developed over a pe-
riod of 15 years by the Kern County Soaring Society.
Since not all circumstances can be accounted for
these instructions are to be used at the individual's
responsibility. Use your best judgment and do not be
in a hurry. Any constructive criticisms which may
be of help to the K.C.S.S. and other soaring en-
thusiasts will be appreciated.