

# Towlines

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The Newsletter of the Albuquerque Soaring Club

July 2005

## **From the President**      *Bob Hudson*

What a month (okay it was really six weeks)!!! First we had a great time with the pilots and crews who came over from Arizona, Texas and Indiana (Memorial Day Weekend). The fellowship was fun and we got an opportunity to celebrate Al Santilli's birthday with a bar-b-que and cake. Next came the Junior Soaring Camp and we were blessed with some really sharp "kids" who were fun to be around and a joy to witness their "growth" with some spectacular flights. (These kids can come back and fly with us anytime.) Then came the 1-26 national contest.

Boy was that an education for me! I learned so much. First, Pete and Judy Vredenburg did an excellent job doing the pre-work prior to the contest. As the contestants arrived they were greeted by New Mexican hospitality that all the contestants said they weren't used to seeing in a contest. George Applebay opened up the museum for the daily briefings and two social events. Al Santilli worked hard to provide a collection of tow ropes and weak links. (It should be noted that there were no rope breaks or tow mechanism malfunctions during the entire contest.) Members from the Civil Air Patrol, under the leadership of Captain Donna Bracken, were essential in the extremely safe, efficient and timely contest launches as well as crowd control for the Bob Carlton 4<sup>th</sup> of July air show. (I would add that they were a fun bunch to be around.)

Mitch Hudson gave up some valuable vacation time to assist with the leadership of the Cadets, the competition committee, land out recovery and a myriad of other duties that are required to keep a contest "flowing". Jimmy Weir, Jimmy Miller, and Bob Carlton teamed with Rick (and Sundance) to provide flawless tow/launches. There were others, like Mark Mocho, and especially Angel Pala who has really come to the aid of the club in times of need. Angel has a history of supplying the meat and buns for our bar-b-ques. He is always ready to respond whenever a need is at

hand. As one who has partaken, and liberally I might add, I want to thank Angel for being a patron saint. I also want to acknowledge J.D. Huss and Dick Porter (from the Quiet Birds) who gave up their 4<sup>th</sup> of July evening to cook for the club and the 1-26ers. Thanks to you three we had a most enjoyable evening.

The key person I have to acknowledge is Carl Ekdahl, who did a phenomenal job as Contest director! Carl did his job so well, the 1-26ers are already trying to talk him into directing their contest next year. I personally enjoyed working near Carl as I learned a lot about contests and soaring in general. Don't think that the 1-26ers reaction is due to Carl giving them easy tasks. That couldn't be farther from the truth. Several participants told me that Carl's tasks were some of the hardest they have ever had and it forced them to experience some of the best flying they have ever flown. I had guys tell they have flown for over thirty years but that their best flights ever were during our contest. They went on to say that Carl's challenges brought the best out of them.

The bottom line is the Albuquerque Soaring Club was challenged with six weeks of hard work and we met the challenge. Those who contributed to this effort, I am proud to be associated with you. There was one event that those of us that were there need to acknowledge but shouldn't detract from our effort. Norm Miller's (a contestant from Dallas) crewmember, Chuck Colvard, of San Diego, CA. collapsed and expired at the end of contest day one while helping Norm secure the aircraft. Chuck and Norm were extremely close, having served together in the Marine Corps. As a close friend and crewman, Chuck approached the contest with a child-like enthusiasm, enjoying all of the 1-26 pilots and crews, and always bragging about "his" pilot. A lot of us got to know Chuck during his short time with us and it is safe to say that this tragic loss was felt by all contestants and ASC members. Our sympathy and prayers go out to Chuck's family and to Norm Miller. Now get out there and fly safe.

## **1-26s have a blast**    *By Mitch Hudson*

Average speeds of 55 miles an hour (around a three hour race task), ground speeds of over 120 miles per hour on selected legs, altitudes of eighteen thousand feet. These are experiences that some East coast pilots strive for in \$100,000 ships. Yet, the 1-26 pilots, at the recent Championships, did it out of Moriarty in \$5,000 ships.

The 1-26 championships were held at Moriarty in a team effort between Sundance and ASC during the last week of June - first week of July. Carl Ekdahl was the contest director for this event and it went off without a hitch. There were twenty-three 1-26s - these might be \$5,000 ships, but due to the myriad of creative paint jobs, this made for a beautiful starting grid - and twenty-seven pilots (some flew as a team). It was an interesting job to have to be on the other side of a contest and be the one putting it on, rather than being a contestant. It was a real education and I really enjoyed being behind the scenes and seeing how things worked.

Special thanks to Albuquerque Soaring Club members Earl Fain, Mark Mocho, JD Huss, Al Santilli, Bob and Laurie Carlton, Mike Stogner, Jimmy Weir, Linda Hudson, Jimmy Miller and Carl Ekdahl who helped out with this big event, we couldn't have done it without them! Thank you for your help, gentleman - and ladies. Special thanks also goes out to my mother, Marty Hudson and Judy Vreedenburg, for running the retrieve office. The Cadets from our local Civil Air Patrol were invaluable to having safe and efficient launches. A great Albuquerque and Moriarty effort.

The 1-26 pilots are all still talking about the great weather and how great a contest site we have here in Moriarty. This is a real boost for our airport and advertising for our club as well as Sundance. The 1-26 pilots do incredible things with those little ships, and for those of you who missed out, you really missed out on something special.

One last item, the 1-26ers gave the ASC a plaque in appreciation for the effort that produced a most successful contest. Wander by the club housed and view this addition to our "I love me wall."

## **Club Safety Down Day**    *By Bob Hudson*

As some of you are aware we recently experienced an unfortunate incident that left our beloved Grob destroyed and one of our tow planes grounded until a complete engine teardown is performed and a new propeller is mounted. The good news is that no one was hurt in the incident.

It was interesting to watch the club come together and assist the FAA and NTSB as they performed their investigative functions. As of the time of this writing we don't know where we stand as to replacement, or repair, of the Grob or when the tow plane will be back up, so please bear with us.

Now having said that, I want you to know that the club is preparing for a Safety Down Day. The date is still being worked out, but when I declare the Down Day (with the backing of your Club Board) all club members will be administratively grounded until they participate in the Down Day or they make it up by viewing or reading the notes from the meeting.

Now what is a Safety Down Day? This is a concept the military uses when they feel a need to "put the train back on the track." When a military Safety Down Day is declared, all flying ceases. There is no instruction, no training, no pleasure flying and (in our case) no towing. All club members will stay grounded until they meet the intent of the grounding, which will be positive in our approach to safety. The agenda is being formed and we want to make it informative and, most importantly, interactive. We will strive to give each of you as much notice as possible so that you will have an opportunity to participate.

## **How I Abandoned My 500K Flight and (Almost) Flew to Mexico**

*By Kathy Taylor*

As usual, we got to the field kind of late on July 4<sup>th</sup>. The 1-26 Championship was still going strong and they were all lined up on the runway when we arrived. We quickly prepared the glider and were about to begin filling with water, when we heard Competition Director Carl Ekdahl announce on the radio that launch would begin at 1300. It was now

1145 so we abandoned the idea of water and started pushing out to the grid. Lift was still a little weak so Carl was nice enough to let me launch ahead of the field as long as I agreed to a contest tow (close in). Releasing at 7500 ft just off the end of the runway, I climbed slowly with a 1-35 to 9500 ft and then ran west to the shearline.

I had declared Claunch, Lamy Junction, Lincoln Station, and it looked like an easy task for the day. I headed out along the shear line and worked my way down to Claunch. All the time I'd been thinking that it would be a shame to fly only 500k on such a great soaring day. The dry line lay to the east of Claunch and I decided to add a few miles by flying down to Carizzozo. Passing Carizzozo over the mountains, the cloud street still beckoned. OK, I'll go on to Sierra Blanca. This part of the flight was really a delight. Charging along at 115 knots, it was occasionally necessary to slow down to 80 in order to climb back to 17,000 ft. Soon I could see Alamogordo in the distance. For a few milliseconds I contemplated landing to re-claim the trophy, then banished that idea and charged on. At 3:10, the restricted area at Timburon loomed ahead. The cloud street still stretched away into Mexico but I made a quick 180 and headed home, 156 statute miles to the north. Things slowed down around Lincoln Station, where the cloud street disappeared.

Arriving back at Moriarty with 4 hours elapsed, it seemed like there was still time to finish the original task. But the best clouds had moved well to the east and the direct route to Lamy was largely blue. I set out for a likely looking cloud near Zorro and found lift here and there along the way. Turning Lamy I coasted into the mountains at Pecos and then headed back to Moriarty, arriving at 6:50 in time for the 1-26/club barbecue and a spectacular nighttime aerobatic fireworks routine by Bob Carlton.

SeeYou optimized the flight to 701 km but the OLC would not take the flight due to some glitch in the recording. Brian Resor, our hero, came to the rescue and was able to submit the flight by cutting out some records which eliminated the entire leg from Pecos to Moriarty and reduced the flight to 619 km. But I still remember every minute of it!

## **The On-Line Contest**

First strike in the two-week northern hemisphere special section of the OLC went to Chip Garner, with a flight of 1009.5 km. At this writing, he is in first place in the US. The two week period, which will end with international awards to celebrate the FAI's centenary, runs to July 24<sup>th</sup> so a lot now turns on the weather.

Albuquerque Soaring remains in first place in the U.S. in the club contest and 5<sup>th</sup> in the world league, at the latest count. This is the result of a bunch of long flights taking advantage of some truly decent soaring days.

Bill Hill flew over 800 km, Jim Cumiford 770 km, Kathy Taylor 700 km (see above story) and Danny Sorenson and Bob Leonard (Sundance) way over 600km. There have been a lot of flights over 500 km, notably by Art Hale, Mark Mocho, with Angel Pala and Brian Resor going over 400 km and Lee Goettsche over 300 km.

Way to go guys! Fly often (well, weather permitting) and file every flight. We need the miles!

## 2005 Moriarty Operations

		OPS 1	OPS 2	Tow	Instructor
16-Jul-05	Saturday	Carris	Friedel	Wadsworth	Roeske
17-Jul-05	Sunday	Brothers	Ferguson	Wright	
23-Jul-05	Saturday	Walker	Walker	Hill	
24-Jul-05	Sunday	Harmony	Greig	Thomas	Taylor
30-Jul-05	Saturday	Cumiford	McKnight	Carlton	Willam
31-Jul-05	Sunday	Bloch	Buenafe	Stogner	
6-Aug-05	Saturday	Vreedenburg	Levy	Sorenson/Farris	Wier
7-Aug-05	Sunday	Boyce	McGhin, T	Tichy	
13-Aug-05	Saturday	Sigala	Ekdahl	Wadsworth	Buehre
14-Aug-05	Sunday	Lubitz	Martinez	Wright	
20-Aug-05	Saturday	Gallegos	Woods	Carlton	
21-Aug-05	Sunday	Okandan	Stewart	Hill	
27-Aug-05	Saturday	Kawal	Pozzi	Sorenson/Farris	
28-Aug-05	Sunday	Ferguson	Guillory	Stogner	
3-Sep-05	Saturday	Travelstead	Huss		
4-Sep-05	Sunday	Hudson R	Hare		
10-Sep-05	Saturday	Duling	Anderson		
11-Sep-05	Sunday	Heerman	Denman		
17-Sep-05	Saturday	Graeber			
18-Sep-05	Sunday	Trammel	B Wilson		
24-Sep-05	Saturday	Walker	Walker		
25-Sep-05	Sunday	Friedel	Carris		

Please see the club website ([www.abqsoaring.org](http://www.abqsoaring.org)) members' section for the most up-to-date Ops information, including more instructor and tow pilot assignments

### ASC Cost Structure

	Dues, Fees, and Rental Rates	Aircraft rental	Non-Owner	Owner
Monthly dues	\$53.50-Executive \$34-non-owner \$25-Owner \$24-Family \$6.50- Associate ( Associate pays full dues any month flown)	2-33, 1-26	\$10/hour	\$16/hour
Initiation Fee	\$300 capital contribution + \$150 advance payment toward dues and flying.	Libelle	15	21
Missed Duty	\$75. Ops, Tow pilots, Instructors. Executive members exempt from duty.	Grob	18	24
Demo flights:	30 minutes or shorter duration. Billed to Demo Pilot at non-owner rate.		20	26
Tows	\$8 plus \$0.50 per 100'. 1400' (\$15) minimum	Minimum, all	5	5