

Towlines

The Newsletter of the Albuquerque Soaring Club

August 2005

Mandatory Safety Down Day

August 27th at 9:30 a.m. at the club house.

You must attend or substitute a full briefing before flying, or taking a tow, with club equipment.

From the President *By Bob Hudson*

Well by now you must be aware that there is an empty spot in the club hangar where the GroB used to be. Unless you have been out of town, or out-of-pocket, then you missed the point that we lost the GroB to a takeoff mishap. The good news is that no one was hurt in the incident...the bad news is that the GroB was damaged beyond repair. I happened to be Ops on the day of the incident and witnessed it. Here is what we know...an experienced pilot, current and proficient, was making a take off and was airborne, along with the tow plane, when the tow plane appeared to hit a severe downdraft and recontacted the runway, causing damage to the prop (the prop struck the runway sixteen times before the tow pilot could get it airborne again). The GroB, upon seeing the tow plane "hit" the runway, released immediately and began a shallow turn away from what "he" supposed was an impending tow plane fire ball. As the GroB was turning the wing tip contacted the ground which resulted in the plane spinning around and coming to rest facing perpendicular to the runway.

The damage to the tow plane was a bent prop, which will have to be replaced, and a tear down of the engine to ensure no internal damage. The GroB didn't fair so well. The right wing is broken in two (the spar was severed). The fuselage was broken in half about four feet aft of the cockpit. The cockpit, surprisingly was virtually intact with the

exception of the front canopy, which was destroyed. Due to the extent of the damage the GroB is not repairable. As stated previously, the GroB occupants walked away with no injuries. We dodged a bullet!

I am thankful that we had Don Kawal on site to put together the insurance info and to get the ball rolling on getting us back in the air. (Also I would like to thank all who helped with the cleanup and follow-on: Geof Aiken, Clay Phillips, Mitch Hudson, Mark Mocho, and anyone else I missed: please accept my apology.) As of today, the insurance company is still working out the details to get our GroB replaced and the tow plane repaired. However, this incident has caused our Board to take a long hard look at where we stand, safety and equipment wise. In order to get us back in the air safely I have declared a Safety Down Day for Saturday the 27th of August. We will meet at the airport at 9:30 am to spend the morning concentrating on Safety Operations. The meeting will last about 2 hours and will encompass multiple topics. Also noted, from that morning, every member of the Albuquerque Soaring Club will be grounded from flying operations (flying club aircraft, towing with ASC tow planes, piloting ASC tow planes, instructing in ASC planes, etc.) until such time as the meeting is concluded-and the roster is signed. Those who can't attend on that day will be required to review the meeting notes and sign a roster saying that they have read and understood the information *before* they can fly. Moreover, if you are scheduled to perform the OPS duty on a day coming up and can't be at the airport on the 27th to attend the meeting, then you will have to show the day of your Ops duty early and review the notes or be fined the \$75 just as if you didn't show. Right now we are planning on video taping the meeting and have the tape available as a means to fulfill the missed meeting requirement.

I know some think that the Board is being overly restrictive, but we need to stem the tide of mishaps, big and small, that are slowly

draining our club coffers. Additionally, these incidents are causing us to have to endure higher insurance premiums, which translate to higher dues. We will put together a positive presentation that will help us all to be better pilots. So stop what you are doing and put the 27th of August down on your "day planner" and come on out to your club and be a part of the effort to put our Club back on the track to a clean safety record.

I want to add that after I announced the Safety Down Day, I received some correspondence from some members who thought I was being dictatorial and punishing some members for something they didn't do...well, they missed the point. If we can do something positive that would just prevent one incident then we have done our jobs. Remember safety is always "job one."

Now for good news

By Bob Hudson

Congratulations to Chip Garner, who came first in standard class in the northern hemisphere – and way out-performed the southern hemisphere – in the FAI two-week special contest run through the OLC to commemorate the international body's centenary. Chip managed a 1009.5 km (630.9 miles) flight on the second day of the contest, July 10th, and tells his story below. He will receive an FAI special certificate as reward. (Chip has also been picked as a US pilot in standard class for the World's next year in Sweden.)

Other Albuquerque Soaring pilots also performed magnificently.

Bill Hill came 6th in the 933-strong standard class (and 3rd in the US) flying 816 km.

Mark Mocho came 18th in the European defined club class (mostly last generation standard class ships, where there were 883 entrants), flying 593 km. More importantly, Mark came 2nd in the US.

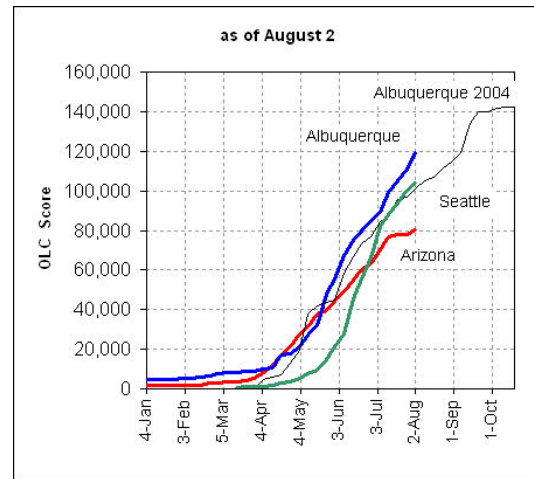
In 15 meter, where there were 430 entries, Jim Cumiford was 15th, Bob Leonard (Sundance) was 27th, Art Hale was 60th, Kathy Taylor was 85th, Jim Wier was 220th, and Renny Rozzoni was 230th.

Angel Pala gets a special note. He placed in two classes. He was 202nd in 15 meter and 212th in 18 meter (out of 614 entries in that

class). The wooden spoon (though an A for effort) goes to Jim Wier and H Banks, who placed 667th out of 730 entries in the open class, managing a 70km flight in the Twin dis-Asster before their tailbones went into trauma.

The On-Line Contest

Take a look at the fascinating chart produced by Brian Resor. Despite not so wonderful soaring weather on average this year, the total miles logged by Albuquerque Soaring pilots is actually running ahead of last year.



At the latest count, we are number one in the US, running a bit over 12,000 km ahead of closest rival Seattle. Arizona languishes in third over 35,000 km behind. In the world standings, we are now 5th, but less than 5,000 km out of 4th. One or two really decent soaring weekends in September should see us back at least to match last year's standings.

The pilot who have been doing most to help have been Bill Hill, who has been flying lots with a longest of 805 km, Jim Cumiford, Mark Mocho, Mike Abernathy, stretching his legs in the Stemme, and Rick Kohler (Sundance boss) logging his first flight to OLC, of over 300 km. Thanks too to Steve Schery in the Russia and David Harmony.

Kathy and George Taylor logged several flights at Ely - which raises an interesting point. If you look at the flights logged by Albuquerque Soaring pilots, the vast majority are in fact flights from Moriarty. Contrast that with our major US rivals in the OLC league, where a very large proportion of their flights are not from their home field but from Ely,

Parowan, Uvalde and, of course, also Moriarty. It is the same story when it comes to the leading European clubs, where they ship their gliders to Australia, New Zealand, and lately Argentina, during the northern winter.

Fly often, log every flight, we need the miles.

Your mother doesn't clean up here

By Jim Wier

It seems that we can count on our club members to do things that surprise us. I went to fly the Twin Astir with Howard and we could not find the cushions for the back seat. We found them down at the ops area on the ground. We need to take better care of things that belong to the Club. The equipment and planes belong to each one of us and we need to treat them as if they belong to us personally - because they do. Also it would not hurt to wash the planes sometimes. They are our planes and we should treat them as such.

The club web site

Yes, it has been down for a while, but with a little bit of luck - and lots of work by Brian Resor - it should be back up by the time you read this. And a whole lot better and more capable. By the way, this has been a great way for us to find out who actually uses the website because many of you have written to complain that it's down. Thanks for using the site and I think you will really enjoy the next generation that will roll out soon!

The club by statistics

Thanks to the efforts of the indefatigable Laurie Carlton, later in this issue there are two spread sheets, showing the number of flights by each aircraft type in the fleet and the total number of flights broken down by the type of member. Most revealing - and essential reading before there is any discussion about the future shape of the club's fleet.

Heads up on OLC in '06

There isn't much information yet, but something to be watched is the takeover of management of the On-Line Contest by the SSA "for the entire US" starting next year.

What has happened here is that the guys who originated the OLC in Germany came to this year's SSA convention and told how surprised they were at the extent of US involvement and that it was now big enough to be costing them money, for extra bandwidth, support and so on. All very understandable. The originators, Segelflugszene, represented by Reiner Rose, had long since worked out a prime sponsorship deal with the German magazine *Aerokurier*, but this magazine gains not much from our US involvement since it has little circulation here and therefore gets little advertising revenue from North America.

The OLC organizers wanted US participants to pay their share of the costs for US involvement. Fair enough. Instead, the SSA brass has grabbed at controlling it.

And so we wait with bated breath to see what the SSA does to our involvement in the OLC. There are lots of questions - which are especially relevant to soaring at Moriarty, since we were the first club to make heavy use of the OLC and to adopt it as the basis for our club championship. Our success has, of course, encouraged many other clubs in the US to compete heavily too.

For starters, will the SSA leave it nice and simple, as it now is, or will the hangar lawyers get to complicate it, "to make it fairer" for those who don't have our kind of soaring weather? Not likely? Just try reading the SSA's competition rules to see complication. Presumably SSA membership will now be required to compete in the US. And just how much will the SSA try to extract as fee to file?

Let's leave aside for later concerns about the SSA taking on another task when all we hear from Hobbs are complaints about being overworked, that it is more or less impossible to retain staff, and that the organization is in any case more or less perpetually broke. It is also not clear yet whether this deal will leave crucial technical control of the US part of the OLC in the hands of the Germans. Will the new arrangements be clear in time for the mid-October start to next year's contest?

The fact that the SSA will now hand out a certificate to the US winner at the annual convention is not much consolation. They could have done that anyway.

2005 Moriarty Operations

		OPS 1	OPS 2	Tow	Instructor
20-Aug-05	Saturday	Gallegos	Woods	Carlton	Buehre
21-Aug-05	Sunday	Okandan	Stewart	Hill	
27-Aug-05	Saturday	Kawal	Pozzi	Sorenson/Farris	Collins
28-Aug-05	Sunday	Ferguson	Guillory	Stogner	
3-Sep-05	Saturday	Travelstead	Huss	Thomas	Daffer
4-Sep-05	Sunday	Hudson R	Hare	Tichy	
10-Sep-05	Saturday	Duling	Anderson	Wadsworth	Roeske
11-Sep-05	Sunday	Heerman	Denman	Wright	
17-Sep-05	Saturday	Graeber	Phillips	Carlton	
18-Sep-05	Sunday	B Wilson	Aiken	Stogner	Taylor
24-Sep-05	Saturday	Walker	Walker	Hill	Willam
25-Sep-05	Sunday	Friedel	Carris	Thomas	
1-Oct-05	Saturday	Brothers	Harmony	Sorenson/Farris	Wier
2-Oct-05	Sunday	Greig	Cumiford	Tichy	
8-Oct-05	Saturday	McKnight	Bloch	Wadsworth	
9-Oct-05	Sunday	Buenafe	Vreedenburg	Wright	
15-Oct-05	Saturday	Levy	Boyce	Carlton	
16-Oct-05	Sunday	Martinez	Lubitz	Stogner	
22-Oct-05	Saturday	Woods	Sigala	Hill	
23-Oct-05	Sunday	Ekdahl	Pozzi	Thomas	
29-Oct-05	Saturday	Gallegos	Harmony	Sorenson/Farris	
30-Oct-05	Sunday	Okandan	Greig	Tichy	

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

How I fly 1000km *By Chip Garner*

I am not good at picking flying days. I have done most of my flying in competitions, and you don't get to pick the day. I have been studying the BlipMaps, but have not really figured out how they apply. I picked this one because the OLC two week contest was on, and the day before had been really good and I didn't want to miss another one.

Preparations are the key – though they require preparation!

I always seem to take off an hour or two after the lift has started on the good days. Ten hour days are possible from Moriarty but it is difficult to get everything ready for an early start. Carl Ekdahl often assembles his glider the day before. I was tired enough after this eight hour flight that ten would have been a bad idea. One needs to work up to it.

As for food, I usually don't eat much in the glider but long flights require more food. Half a turkey sandwich, an apple, and some bread or crackers seem to get me through 8 hours. I try to drink water early in the day and bring about two liters to drink in flight.

I usually agonize over where to tow while assembling and getting everything ready. If you don't take off early, you can just tow to the clouds forming off the end of the runway.

My standard plan for OLC flights is to pick the right direction, fly about 500 km, and then turn back toward home. This plan has yet to work. I went north on this day, because I like the mountains up there and the clouds looked the best, although it was OD'ing toward Las Vegas.

I got a good climb off tow and flew fast to a very good looking cloud near the Ortiz mine. It looked a lot worse as I approached and the lift was broken, but I needed to be higher to get to the mountains near Santa Fe. A beautiful cloud formed just north of the Santa Fe airport, with dust coming up from the valley floor. I nearly dove to it, but chickened out as things were cycling pretty fast and I thought I would get there too late.

I got fooled and circled in terrible, broken, rotor-like thermals all the way up to Taos. The clouds looked terrific, the vario would go through ten knots, but nothing was good for circling. I flew toward some dust devils west of Taos but got too low and had to head for the airport. It took for ever to climb out a bit north of Taos, and I gave up on a long flight.

When I finally got a little altitude, things were OD'ing to the south and I thought I might not be able to get home that way, so I headed west where the clouds looked best. Just as I came off the terrain near Questa at about 2:30, I hit a very good thermal. It was like a switch had been thrown. For the rest of the day, even after 7:30pm, every cloud had lift under it.

Heading west I was still thinking in terms of just making it home, maybe going south a little. The over-development looked pretty tame, there were veils of rain but the tops were not going very high. I kept pushing west as it was good and there were clouds ahead.

Near Ensenada the clouds were thinning ahead and it looked great to the south, so I turned. Things worked unbelievably well, with strong lift, always more clouds ahead, and long stretches of climbing straight ahead. Looking at my flight log, I went 57 mph for the first three hours and 90 for the remaining 5 hours.

It was hard work to stay below 18,000, and I was paying attention as there have been discussions of disallowing OLC flights that go into Class A illegally.

There was rain east of Mount Grant that looked like it might be the end of going south, but it was just thin veils with good clouds on the other side. I kept going south past Magdalena and then headed north for more of the same great soaring. I was expecting the day to begin to die and wanted to get closer to Moriarty, but it kept working and was still good when I got up near Algodones.

The final glide was 80 miles. I got to the field with 4000 feet and extended south, landing at 8:17, two minutes before official sunset. The sun was already well below the Sandias.

I tried to estimate my distance and thought I might have a chance at 1000km when things kept working so late. I planned to add an OLC computation to Glide Navigator, but I am not really sure knowing how far you have gone is of any help in going farther.

This flight could have been a lot better. I could have started earlier with better preparation and more long flight practice. Getting stuck in Taos and dumping over half the water really didn't help my speed. My goal is to get everything I can out of the day, and get back to Moriarty. This day had more to offer.

2005 Membership Count

	2004: End	2005:Jan	Feb	Mar	Apr	May	Jun	Jul
Executive	2	2	2	2	2	2	2	2
Family	2	2	2	2	2	2	2	2
Honorary	5	5	5	5	5	5	5	5
Associate	52	51	50	43	50	49	48	54
Owner	13	13	13	13	13	13	13	17
Regular	40	40	42	42	41	41	43	37
Youth	9	9	10	11	11	11	11	12
Total	123	122	124	118	124	123	124	129

2005 Number of Flights

	January		February		March		April		May		June	
	# of Flights	Hours	#	Hours	#	Hours	#	Hours	#	Hours	#	Hours
Astir	6	3.8	1	0.3	1	0.4	5	3	9	9.9	5	19.9
Libelle	8	4.7	0	0	1	1	1	2.6	8	16.7	7	13.4
1-26	14	6.5	2	2	0	0	5	3.6	3	2.2	5	5
2-33	20	10	4	2.2	8	4	17	9.5	24	12.3	22	12.9
Grob	38	14.3	34	12.4	11	5.6	9	9.8	17	11.5	38	20.4
Private	16	8	6	4.2	12	11.1	19	3.1	72	71	39	50.9
	102	47.3	47	21.1	33	22.1	56	31.6	133	123.6	116	122.5