

# Towlines

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*The Newsletter of the Albuquerque Soaring Club*

*September 2005*

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

By the time you get this newsletter the annual Online Contest will be close to its finish for this year. Right now it looks like the Albuquerque Soaring Club has won its second US title (latest details below). Your Club Board is already planning a celebration that we hope to host around the 15<sup>th</sup> of October. This celebration is a chance for us to thank the 33 aviators that made a second national championship possible. As soon as we “nail” down the details we will let you know, but for now please mark your calendars and plan to attend.

Also, by the time you read this we should have the replacement Grob in the club inventory and ten-zulu back in the air. (We have instructed Pat McKnight to get his Navy Seal proficiency back and he is authorized to dispatch justice to the first person who mars our new toy. To hell with the insurance deductible, I'd be afraid of Pat.)

I want to thank the folks that showed up at the club house to say goodbye to Mitch Hudson. We had a great turn out and as usual Angel Pala supplied the meat. Angel stayed over after the cookout and then promptly landed out the next day with Jim Cumiford and Mitch.

Howard Banks was chosen, can you say railroaded, into planning the annual Gala, so watch this space for information. So far the only thing I can tell you is we are going back to the Pyramid, the beef will *not* be overcooked, and it will be in January.

On another note, the state has decreed that we can no longer operate the club mobile home as an OPs location. We are looking for a covered trailer that we can tow all our stuff down, unload, and then park over on the north side of the ramp. Also be advised that the city is moving forward with a proposal to charge glider owners for parking their trailers on the west ramp. The good news is that the Airport Board will determine the amount and process collection and we have several members on

that Board who will be looking out for our interests.

I want to thank all the presenters who donated time and effort to make our Safety Down Day such a success. We filled up George Applebay's hangar and there was a great exchange of information. Your Club Board has approved this event as an annual event and we will hold in early in March.

Lastly, it is time to look to the future. We need to start thinking about next year's Officers (elected, appointed and volunteers). This is your chance to give something back, besides your dollars, to the sport we all love. Let me know what you are interested in doing. As always, fly safe and I will see you around the air patch.

## **The On-Line Contest**

As of mid-September, Albuquerque Soaring has scored 147,000 points (from over 165,000 kms (103,000 miles) and is more than 25,000 points ahead of second. Since the 2005 contest year ends on October 10, and unless there is some amazing turnaround, it seems certain that ASC will be in first place in the US for the second year in a row.

In the world league, we are safe in fourth, matching last year's performance. But we are fewer than 3,000 points out of third place. As President Hudson has said, one really good weekend and the bragging rights would be ours.

There have been notable flights this past month from Carl Ekdahl, Billy Hill and from Tim Feager (now his plane is fixed) and Bob Leonard, both Sundance. In addition to several long flights, on September 11 Mitch Hudson, Jim Cumiford and Angel Pala logged over 400 km flights culminated with landing out near Leyba. Mark Mocho continues to be the local pilot with the highest total points scored.

ASC pilots also on the score sheet include Bob Knight, Lee Goettsche, Renny Rozzoni, Kathy Taylor, Brian Resor and Steve Schery. Chip Garner also filed his flights from the F1 in France.

Fly often, log every flight!

## **Airport News**

*By Brian Resor*

The Moriarty Airport Advisory Committee has not called a meeting in a while now. It's been a busy summer and there have been no news items for us to address. Following are some issues that will affect us soon, though:

Tie downs – The city is seeking a recommendation from the committee as to how they might collect tie-down fees for aircraft at the airport. The details of this issue right now are non-existent. If we want to be a part of forming those details, then we need feedback from the aircraft owners before the recommendation is made. Details include: how much to charge, who to charge (permanent, transients, or both; trailers, assembled aircraft, empty trailers), how to collect charges, how to use the proceeds. It's all very undecided at this point.

New crosswind runway – No news in this area. The project is still in a seemingly never-ending holding pattern.

Runway resurfacing – The runway was found to have large cracks in its surface. Upon investigation of the cracks, it was determined that the surface needed to be resurfaced, not just mended. Since then, I've heard that we may not need total resurfacing, but they are still shooting for some sort of repair activity during this upcoming fall/winter.

The airport committee was created so that those who have an interest could make sensible recommendations to the City on issues regarding the airport. Members on the committee include CAF, ASC, Sundance, Applebay and museum, Sundance pilots, private power pilots, and a few representative members of the Moriarty Community. I was roped into volunteering for a 2 year term on this committee (ends May 2006).

At first, I saw my job description as a person who would deliver messages back and forth between the committee/city and the club. Now I see that this job can be much more. A key

task is to get the City to understand the impact that our airport and our soaring have on Moriarty. This is a big job that I am not willing to take on alone. Examples of ideas to show our interest include a report of economic worth of the airport or simply getting together a group of us to attend City Council meetings. If there are others in the club that can assist me with issues related to the City, I would appreciate the help and guidance.

## **Situational Awareness**

*By Billy Hill*

In light of what has occurred recently perhaps this is a good time to re-visit the issue of situational awareness.

A subset of situational awareness is positional awareness. The prime operative word and theme through out this little screed is awareness.

Unlike those individuals who are capable of multi-tasking, I find it necessary to focus as much of my attention on the matter at hand which in this case would be flying.

Proper preparations start with ensuring you are in a proper frame of mind. You may recall that on our club safety day J.D. Huss asked the question do you really need to make this flight. Of course the correct answer to that question is no. What I would suggest you ask yourself is this; am I in a proper frame of mind to fly today. After all, there are but a few of us who are flying sailplanes professionally and who therefore may need set aside personal issues in order to safely commit aviation. For the rest of us we should go to the airport without any undue outside stresses to worry about. Mental preparation is a very important first step in taking flight.

As we drive to the airport, we have ample opportunity to observe atmospheric conditions and see if they seem to jibe with the actual forecast. It's been my experience that one should not judge the day too hastily. What may at first appear to be a less than stellar soaring day can quite often morph into one that can lead to some excellent cross country opportunities. This of course requires carefully observing conditions as they change. On the other hand, optimism notwithstanding, the day can cheerfully and quickly go to hell in a hand basket. Here is where awareness comes into play.



## 2005 Membership Count

	2004	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
<b>Executive</b>	2	2	2	2	2	2	2	2	2
<b>Family</b>	2	2	2	2	2	2	2	2	2
<b>Honorary</b>	5	5	5	5	5	5	5	5	5
<b>Associate</b>	52	51	50	43	50	49	48	54	52
<b>Owner</b>	13	13	13	13	13	13	13	17	14
<b>Regular</b>	40	40	42	42	41	41	43	37	39
<b>Youth</b>	9	9	10	11	11	11	11	12	12
	123	122	124	118	124	123	124	129	126

## 2005 Operations Schedule

		OPS 1	OPS 2	Tow	Instructor
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			Hill	Willam
25-Sep-05	Sunday	Friedel	Carris	Thomas	
1-Oct-05	Saturday	Brothers	Harmony	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	Harmony	Morrison	Sorenson	
30-Oct-05	Sunday	Okandan	Greig	Tichy	
5-Nov-05	Saturday			Wadsworth	
6-Nov-05	Sunday	Aiken	Guillory	Wright	
12-Nov-05	Saturday	Huss	Heerman	Carlton	
13-Nov-05	Sunday	Stewart	Hudson R	Hill	
19-Nov-05	Saturday	Phillips	Duling	Stogner	
20-Nov-05	Sunday	Resor	Cumiford	Thomas	
26-Nov-05	Saturday	McGhin, T	Graeber	Sorenson/Farris	
27-Nov-05	Sunday	Friedel	Trammell	Tichy	