

# Towlines

The Newsletter of the Albuquerque Soaring Club

October 2005

## OLC Celebration Cookout

Saturday 29<sup>th</sup> October at 4 pm  
At Soaring Museum Hangar  
Spouses and guests welcome  
Steaks and all the trimmings, soda beer and wine available  
Prizes, secret awards, photo session  
RSVP by Oct 23 to Bob Hudson

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

Well we did it again! We are the number one cross country club in the United States, at least according to the on-line contest. Second year in a row! Twice out of two! We also improved from fourth in the world to third. If we were in a Formula One car race we would be standing on the podium, drinking Champagne and hugging the girls! (Of course trying to squeeze thirty five folks on the podium would be difficult. Along the way we had some pretty adventurous flights, some exciting land outs and we damaged some equipment, but we persevered and now we get the bragging rights. Our accomplishments have brought us notice around the world. I regularly get calls from around the country by people who want to know how we do it, are we that good, what is our secret? I am also asked if we mind if they come and test our air space, and we have had a few that have made the trip. (I always tell them it takes a bottle of fine Scotch to park on our ramp.) Makes me proud to be a member of such a fine organization.

Speaking of the on-line contest, we now have a data logger, that Brian is putting together, and we will have it wired for the Libelle, the Grob, and the Twin Astir. In this way we will be able to get more people involved in our cross country adventures. I am excited about the prospects for this coming year.

So what is coming up? By the time some of you read this we will have had our on-line contest celebration. I am forecasting that it will have been a great time. In January we will have our annual Club Gala. Howard Banks

has volunteered to put this together again, so watch for more details.

About the Grob (I mentioned it earlier, weren't you paying attention?). We now have our replacement in the hanger. As of this writing, it needs to have the paperwork completed to include a current annual. Mark is over-seeing the installation of an EDS oxygen system and two boom mikes. We will have it wired for the data logger and then we should be back in full operation. This is an extremely clean airplane and will be a great asset to our operations. I can't wait to see it airborne.

This is also the time of year we start thinking about next year's board. Next month we will announce the names of those seeking board positions and those who want appointed positions. Start thinking.

On a final note you will notice that we have been restricted from using the mobile home as an Ops vehicle. This has been brought down by the City, with the help of the State. We are now looking for a covered trailer (like a small u-haul that we can use to transport all our gear down to the launch area). If you know of one give me a call, please. Now get out there and get in the air...but safely.

### **Safety Mishap Board Formed**

*By Bob Hudson*

Due to recent incidents, in which Club assets have been damaged, it has become obvious that we need a method to evaluate each "mishap" and recommend how to best resolve

the incident. These recommendations could run the gamut from financial assessment to rewriting procedures to additional instructional flights. (As far as financial assessments I need to remind everyone that we all signed statements, when we became a member, that said we would be held accountable for any damage to Club assets for which we were responsible up to the deductible of our insurance. We have raised our deductible to \$1,000 but have kept the “cap” on the reimbursement to \$500.)

John Farris suggested a method that was used by a club in Long Island to resolve these issues. This method is a form of Mishap Board just like those employed by the military and the FAA. First of all, the goal of any mishap board is to promote safety and mishap prevention...not to assign blame.

Our mishap board will be made up of three volunteer individuals. These investigators will look at each mishap as a single event. They will look at the procedures employed during the mishap, the currency and proficiency of the individuals involved and the extent of the damage to our club asset.

The first of these boards has been formed to look into a particular recent incident. The three members are: Ash Collins, Bob Knight and Harry Saxton. They will report as speedily as possible to the board.

Recommendations from each mishap board investigation will be primarily used to further safety. Secondly, recommendations will be used to correct any short coming in a person's operation of club equipment. Third, mishap board recommendations will be used to change, enhance or modify club procedures. And lastly, recommendations will be used by the Executive Board to see if the pilot needs to reimburse the club for any damage. If you are called by the mishap board to offer assistance, please do so with the fact in mind that we are interested in preventing mishaps.

An example of how this works to our Club's advantage is we have discovered that when we (the Club) sign someone off in a new aircraft we don't do a good job discussing landing out and dismantling our aircraft. Had we done a better job at that we would have saved some expense during a recent land out.

By using this mishap board method, we eliminate personalities from the equation and

provide the board with facts in which to carry out actions. I think this new method will help our club move forward. We are the number one cross country club (on-line contest) in the nation; we want to be the safest club in the world.

On a related issue, anytime you land a club asset out, you (the pilot in command) need to have the aircraft inspected before further flight. If you land on a prepared surface, such as a runway, and you are towed out then this is a normal operation and a walk around (preflight) prior to flight will fill this requirement. However if you land out in a field, road, dry lake, etc. you need to have the aircraft inspected prior to its next flight. If you can't grab a qualified individual then ground the aircraft on the squawk sheets, place a grounded placard on the aircraft and call the maintenance officer...Ryan Thomas. Now who is a qualified individual? Any of our instructors will serve as a sign off authority if you feel that the land out was uneventful. If the landing was hard and obstructions (bushes, cactus, antelopes) were hit then maybe one of our mechanics needs to look at it and sign it off before the next flight, this is a judgment call and, as always, if in doubt ask an instructor or Board member.

### **The On-Line Contest**

A full summary of the 2005 results will be handed out at the celebration cook out – Be There! Suffice it to say that in 2005 there were 524 flights logged by 35 pilots for a total distance of 172,198 km (107,624 miles). That is an average per flight, including some short ones, of 329 km, well over gold distance.

The old year's contest ended with a bang, with serious cross country flights logged on Oct 8 by Hill, Ekdahl, Abernathy, Banks, Mocho, Rozzoni, Phillips, Knight, Goettsche and K.Taylor. The new year's contest (open from Oct 11) continued in the same vein, with the opening shots coming from Bob Leonard, Mark Mocho and K.D. Jenson. Since then others have joined the fray, including Hill, Ekdahl, K.Taylor, Abernathy, Phillips and G. Taylor.

Brian Resor has been keeping us up to date with the rule changes for 2006. One of the most notable additions is that the starting airfield is to be scored as a new item – and

Moriarty obviously should rank highly in this category, since almost all of our flights are from here. Follow Brian's instructions to make sure all your Moriarty flights are listed correctly. There will also be a separate ranking for longest triangle flights, though the scoring for this has yet to be added to the web site.

Chip Garner is the key guy when it comes to the newly enhanced US involvement in the OLC. Complete details to come from him when they are available, but here are a couple of early updates from Chip. SSA membership will not be required to log flights but it will for the US champion and the new Regional Champions (awards to be made at the convention). The SSA is also planning to discourage pilots from posting flights on the OLC that show FAR violations. As Chip points out, it is not fair to the rest of us to fly around at 22,000 MSL illegally, or to fly when it is dark, besides not being terribly smart to post this publicly. Disqualification awaits offenders.

**Two new OLC awards for ASC:** Thanks to the kindness of Mary Lattimore, ASC now has two new trophies for OLC awards. One is a 7 inch silver-plated ewer, the other a 9 inch sterling silver bowl. Trophy names have yet to be decided and also what they will reward. One for sure will be for the greatest total distance logged in the contest year. Send suggestions to Chip.

See you at the cookout. Fly often, fly far and log every flight.

## **Club President or Whipping Boy?**

*By Billy Hill*

Buzz Averill said it best, "Running the Albuquerque Soaring Club is like herding cats."

Since becoming a member of ASC sometime back in about 1978, it's been my observation that the election of the president of the club seems to be almost a rite of passage for newer members in that few are interested in serving a second term. If such is the case, then why is that so?

Well, for starters, it's a time consuming, and can be a thankless job. More so when the president is confronted by an angry club member who feels that ASC has failed him

because his wants and/or desires regarding soaring have not been met. It seems that there is an unfortunate perception by a few that the position of club president is the panacea that will solve all the individual and collective problems of the club. In reality, the president is there to provide guidance and to lead by example, (something our current president has done in spades!) The president works with his board of directors and appointed committees to provide carefully considered direction for the membership to consider. Only on rare occasions is a presidential fiat called for, but only under special circumstances.

ASC has all the trappings of a small corporation and being responsible for its oversight is very time consuming. We have assets and liabilities. In order for the club to function, its members must be willing to contribute to its up keep and its weekend operation.

We have individuals within the group who think the club's best interests and by inference soaring in general, can be best served by the promotion of cross country soaring. There are folks who only want to be able to come out to Moriarty and take a friend for a glider ride from time to time. There are those who are interested in the promotion of single class gliders and those who would like us to obtain more advanced two-place equipment. Some of the club members are only interested in flying their own sailplanes and enjoying the camaraderie of group flying. All are valuable club members and diversity is in fact what makes it a club.

As an aside, I think it's safe to say that the On Line Contest and the advent of data loggers is one of the best things to happen to the club in quite a while. It has gotten a lot of members out flying cross-country flights and contributing to the collective achievements of the ASC. This, in turn has instilled a great deal of pride in our group in that "Albuquerque Soaring", which includes those non-members who fly with Sundance, has shown everyone world wide what makes Moriarty such a great place to fly.

But I digress. It is not the job of the club president to ride into the fray on his white charger, sword drawn to slay the dragons. The position of club president is to provide guidance and leadership to the members, not to take on every task in need of doing, and

most assuredly not to be on the receiving end of the slings and arrows of discontent! For as long as we exist as a club we will have obstacles to overcome. These hurdles can best be leapt by collectively supporting the efforts of the club in general and more specifically the

individual who, as president, has oversight of the club.

In closing, I'll paraphrase Jack Kennedy. Ask not what the club can do for you. Ask what you can do for the club.

## **ASC Operations Schedule**

*Taken from the Web on October 20, 2005 – [www.abqsoaring.org](http://www.abqsoaring.org)*

<b>Date</b>	<b>OPS 1</b>	<b>OPS 2</b>	<b>Instructor</b>	<b>Tow Pilot</b>
Oct 22 Saturday	WOODS R	SIGALA M	COLLINS A	HILL W
Oct 23 Sunday	EKDAHL C	POZZI G		THOMAS R
Oct 29 Saturday	HARMONY D	MORRISON B	BUEHRE K	SORENSEN D
Oct 30 Sunday	OKANDAN M			TICHY T
Nov 5 Saturday			WIER J	WADSWORTH H
Nov 6 Sunday	AIKEN G	GUILLORY S		WRIGHT R
Nov 12 Saturday	HUSS J	HEERMANN A	COLLINS A	CARLTON R
Nov 13 Sunday	STEWART W	HUDSON R		HILL W
Nov 19 Saturday	PHILLIPS C	DULING K		STOGNER M
Nov 20 Sunday	RESOR B	CUMIFORD Jr. J		THOMAS R
Nov 26 Saturday		GRAEBER U	DAFFER J	SORENSEN D/FARRIS J
Nov 27 Sunday	FRIEDEL R	TRAMMELL J		TICHY T
Dec 3 Saturday	CARRIS M			WADSWORTH H
Dec 4 Sunday	BROTHERS L	TRAVELSTEAD B	TAYLOR K	WRIGHT R
Dec 10 Saturday	STEWART W	BOYCE J	WILLAN V	HILL W
Dec 11 Sunday	PHILLIPS C	FERGUSON K		THOMAS R
Dec 17 Saturday	MOCHO M	GRAEBER U	COLLINS A	CARLTON R
Dec 18 Sunday	BLOCH J	HARMONY D		STOGNER M
Dec 24 Saturday	No Ops			
Dec 25 Sunday	No Ops			

## **ASC Cost Structure**

	<b>Dues, Fees, and Rental Rates</b>	<b>Aircraft rental</b>	<b>Non-Owner</b>	<b>Owner</b>
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.	Twin Astir	20	26
Tows	\$10 plus \$0.60 per 100'. 1400' minimum	Minimum, all	\$5	\$5