

# Towlines

*The Newsletter of the Albuquerque Soaring Club*

*November 2005*

**Club Meeting**  
Dec 10<sup>th</sup> at 9:30 a.m.  
At the Club House

*From the President*      *By Bob Hudson*

Happy Thanksgiving Albuquerque Soaring Club! This is one of my favorite times of the year. It gives me a formal excuse to sit back and reflect on the great things that have occurred over the last year. First of all is that I am wrapping up my year as your president and I have had a great board and a great set of appointed officers to assist in the running of our club. I not so stupid to say it has always been fun, but it has always been interesting. We started the year by forming a team to look at training options. This team came up with some good ideas, but like herding cats, we couldn't get club consensus on a final outcome. We started to formally identify future equipment requirements, but the destruction of our Grob 103, caused us to put this initiative on a back burner.

We hosted an informal fly-in that involved pilots (and planes) from Texas, Indiana and Arizona over the Memorial Day Holidays. Next we hosted the Junior Soaring Camp followed by the 1-26 National Soaring Contest. In between several of us were involved in the Gala surrounding the Soaring Museum. We held several cook-outs, one in which we said good bye to Mitch Hudson, who is off learning to be a proper Air Force officer prior to attending Undergraduate Pilot Training. All of this was capped off by the Moriarty Soaring Community, under the banner of the Albuquerque Soaring Club, winning its second consecutive United States On-Line Soaring Contest.

To celebrate the capture of the second On-Line Contest, we held a steak fry in the soaring museum hangar and were able to also be a part of the awarding of the FAA's Master Aviator

Award to Al Santilli. Our own JD Huss spearheaded the effort, to see Al receive this award, and it was all accomplished clandestinely (a complete surprise to Al). I can't think of any one more deserving of the award than Al. Those of us who have had our lives and aviation endeavors touched by Al are better for it.

Additionally, we recognized three pilots who made significant contributions to our on-line efforts: Chip Garner, Mark Mocho and Billy Hill. The accomplishments of these three not only brought honor on to them but helped to spread the word that the Albuquerque Soaring Club is the "Gunfighter" all the rest are shooting at. The club decided to honor these guys with shirts that reflect their achievements.

Lastly, we don't want to forget the long list of aviators who reached a personal goal or milestone in their aviation careers during the last year. Pilots like Geoff Aiken and Bryan Wilson, both who soloed during the last couple of months. Guys, like Brian Morrison, who just received his instructor's rating and will be a great addition to our training staff.

So you see there is a lot of things to be thankful for. Two thousand and five was a rewarding year and that just means two thousand and six will even be better. And speaking of 2006, we have a couple of things in the works. One, any member who gets an article printed in the SSA Magazine will receive a \$35 credit towards their club bill, so all you Hemingway's hit the keyboards. Second, we are attempting to expand our OLC participation. We will have, soon, a club Data Logger so that more members can contribute to the effort. (The down side is that prior to using the data logger we will have to arrange some training on how to use the equipment.) By the way Al is making arrangements to equip Alpha Sierra with a data logger so expect to see Al's flights showing up this spring. Lastly we have an Operations training

program that will be rolled out soon, so we will be able to better serve our flyers.

In closing the year is drawing to a close and that means it is time to posture for the future. We will have a club wide meeting on the 10<sup>th</sup> of December (9:30 am) at the airport, to select your Board and Appointed Officers for the upcoming year. All of you who wish to contribute, continue, or whatever please show and offer your support for 2006. Like I said it has been a great and interesting year, let's continue that momentum into the next year.

Fly high, fly long, fly safe. Bob

*"To fly a kite is to hold God's hand." Daniel C. Hawkins*

### ***ASC Annual Awards Banquet***

It will be held on Saturday January 21<sup>st</sup> at the Marriott Pyramid Hotel in the Kokopelli Ballroom.

The arrangements will be pretty much as last year. There will be a cash bar from 6.30 pm with dinner slated to start at about 7.45 pm. Two main dishes will be offered: a garlic and herb crusted prime rib (with the difference this year being that it will be properly cooked to medium rare), and a maple lacquered salmon. A vegetarian alternative will also be available. Dinner will include a spinach salad and a wicked chocolate desert.

Cost: \$30 a person.

Dinner will be followed by a speaker (details later), a presentation by Chip Garner on the first world's F1 sailplane races in France, and the presentation of ASC awards.

Reservations to a board member or to Howard Banks (tel: 505-821 2651 or email: HBSoar@Comcast.net).

### ***Badges do count*** By Jimmy Wier

"We don't need no stinking badges" is a fairly common cry around gliding – though mostly it comes from those without badges or those who have failed in the attempt. This negative attitude also misses a key point: badges mark a pilot's progress, step-by-step – and especially for new pilots they also act as encouragement for ever greater endeavour.

The stepping stones that are the most likely for new pilots at Moriarty are the C-badge (which requires a flight of more than one hour) and the Silver C, which involves a cross-country flight of 50 km (31.25 miles), a flight of over 5 hours duration and a height gain of around 3,300 ft. All three elements can be combined in one flight.

Once a pilot is truly cross-country capable, waiting are the Gold and Diamond badges, and the new 750 km diploma. The full SSA/FAI requirements for badges are on the club web site.

The fact is, however, that the club has been pretty lax about encouraging new pilots to claim their badges, and so mark their progress, and that our newer pilots have been making badge-worthy flights that have not been acknowledged.

The club's instructors plan to organize to get greater participation in the early badge programs. But Ops also have a part to play, too. When they see that new pilots have stayed up for well over an hour, they should ask if they have already claimed their C badge. And then direct them to study the rules on the web site, get and fill in the forms and get them signed.

Silver C requires carrying a barograph or a logger. The club now has a stand-alone logger that can be used, though there is bound to be heavy competition for its use. The club also has Winter barographs, though these are designed to test a pilot's fortitude, requiring smoking a foil that records the flight and then spraying it afterwards to seal it and so prevent smearing the flight into oblivion. It is, however, worth getting into the habit of using one because you never know just how wonderful a day may prove to be.

In short, badges are important stepping stones in a new pilot's flying career, they have their own excitement, the pilot gets a pin to show they have joined the ranks of real glider pilots, and they get to see their name in Soaring.

### ***Planned soaring at Taos***

Thanks to Angel Pala, the club is planning a soaring safari to Taos next year.

Dates: June 23, 24 and 25, which have been picked to avoid conflict with the region 9 contest slated to be held at Turf Soaring starting Memorial Day weekend.

There will be limited space available. Make your reservations to Angel, who will also be obtaining preferential rates at a local motel. Angel is also working on group dinners for the Friday and Saturday evening.

If the last excursion to Taos in 2004 is anything to go by, this should be a blast – great soaring from a prime location, great organization and fun socializing.

### *Wave worries*

*By Billy Hill*

By now you may have heard of the ASH-26e which came from together in the wave some where around Minden. The pilot was able to bail out after having the wings separate from the fuselage. What caused the wings to come off the glider was not turbulence as one might suspect, but spatial disorientation on the part of the pilot from flying without visual reference to the ground.

The glider was equipped for instrument flight, that is to say it could be flown in clouds. In order to do that, the sailplane had an electric turn and bank. However, the pilot had it turned off in order to conserve his battery. When he realized he had become enveloped by the lennies, he turned the instrument on but because of the spool up time, (that time required for the gyros to wind up and make the turn and bank function), he entered a descending turn.

The life span of a non-instrument rated pilot, or even an instrument-rated pilot without functional instruments, is measured not in minutes, but is seconds. Let me say that again. If you find yourself in clouds and are not trained and/or equipped to fly in them you will most likely die within a matter of seconds.

Here is what happens.

Your inner ear will promptly lead you astray in that it will cause you to think, (because you have no outside visual reference), that the aircraft/sailplane is doing something other than what is actually happening. Next you notice the airspeed in increasing, so you pull back on the stick. What is actually happening

to the glider is that it is in a descending spiral, but the only reference you have is that of the airspeed indicator which shows the increasing airspeed, so you do the natural thing; you pull back on the stick. The airspeed continues to accelerate at a greater rate so you pull back even harder. By now the adrenalin is flowing and your pucker meter has just exceeded 103 percent, so you don't notice the "G's" you are pulling, but the glider does.

Next thing you hear is a loud crack as the wings are peeled off the sailplane. In the recent accident, the pilot (instrument rated) says he went IFR in an instant and, with no strong stick forces, the wings came off with just a snap!

This all may seem to happen very quickly as you don't think you are actually going that fast. Keep in mind true airspeed increases at about two percent per thousand so at 17,000 feet, an indicated airspeed of 100 knots equates to a true airspeed of 134 knots which is certainly above the maneuvering speed and may be above the red line of your sailplane. The indicated airspeed is a reference for you, the pilot. It could be ergs per eon, but that is not very timely so you get knots or miles per hour. Your sailplane recognizes both true airspeed and if you are high enough, Mach speed. Both the maneuvering speed and red line are based on these values. On the other hand, the glider may start to flutter as you go blasting through the red line which in turn will give you perhaps a second or two of warning before the wings are shed.

The other scenario is that you pass out from the 'G' force before the wings come off. Unless you have the good fortune to bail out of what is left of your sailplane, as the pilot in the Sierra wave did, you are going to die!

Chip Garner was witness to just such an accident during the World Championships in New Zealand. He said that at first he thought it was a mid-air collision, but as we now know, it turned out to be a situation similar to the one mentioned above.

When teaching new prospective instrument pilots unusual attitudes like increasing airspeed, the first thing we have them do is to retard the throttle. Secondly, since the airspeed in increasing, we have them level the wings and only then do we have them pull out

of what is now a dive. When airspeed in decreasing we have them increase power, lower the nose and then level the wings. The idea here is to keep from stalling the aircraft.

Since very few of our sailplanes are equipped for instrument flight, we need to know how to avoid getting into the above mentioned situation in the first place.

Carl Ekdahl and I were once discussing wave flying and he told me of a flight in wave where he was parked at the front of the lennies and all at once he found himself being surrounded by the wave clouds.

Although the lennies appear to be stationary, they are in fact very fluid in that they move forward and aft within the structure of the wave system. Most likely this has something to do with the moisture content of the air moving through each iteration of the wave cycle. I'm no meteorologist, (although I play one off TV), but this is as good a guess as any. The bottom line is that you need to know that when you are parked in the wave and not moving, the wave is. Under the right

circumstances it will reach out and swallow you up in cloud. One way to avoid this problem is not to park in the wave, but to fly parallel to the wave, (after factoring in the wind correction angle.) This also increases the likelihood of seeing fast movers and being seen by same.

There is a good deal of information to be gleaned from text books on the subject of wave flying and a reasonably sharp pilot can read up on the subject and then most likely identify and fly in the wave without benefit of instruction from someone who has experience in doing so. I'm not suggesting that choosing to learn wave flying by trial and error is wrong, but why would you want to do that when there are some very experienced pilots who can assist you with this endeavor?

**Thought for the day:** There are very few absolutes in life, but here is one of them. Don't land early on a good cross country day simply because you think the next day will be better.

See you at the airport.

### *ASC Operations Schedule*

Date	OPS 1	OPS 2	Instructor	Tow Pilot
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	Christmas – NO OPS			
Dec 25 Sunday	Christmas – NO OPS			
Dec 31 Saturday	HUSS J	TRAMMELL J		THOMAS R
Jan 1 Sunday	New Years – NO OPS			
Jan 7 Saturday	CUMIFORD Jr. J	WOODS R	ROESKE S	FARRIS J/FARRIS J
Jan 8 Sunday	DULING K	JONES W		TICHY T
Jan 14 Saturday	BROTHERS L	BUENAFE C		WADSWORTH H
Jan 15 Sunday	HARE J	AIKEN G	WIER J	WRIGHT R
Jan 21 Saturday	VREDENBURG P	POZZI G		CARLTON R
Jan 22 Sunday	CARRIS M	TRAVELSTEAD B		HILL W
Jan 28 Saturday	HUDSON R	WILSON B		STOGNER M