

Towlines

The Newsletter of the Albuquerque Soaring Club

January 2006

From the President *By Bob Hudson*

It's a wrap...2005 is in the can. As I look back it is hard not to have a lot of pride in the things we did together as a club. I took over as your president last January at the Gala. I assumed the leadership role of a club that was in great shape. We had money in the bank, we had just earned the title as the number one club in the United States, fourth in the World, for the newly established On-Line Contest. Our past president, Kathy Taylor, turned over the club in great shape, all I had to do was take the baton and run. And I ran, along with a great board and good appointed officers. But ain't that what a club is about?

So what did we do? Well we hosted the 1-26 National Championships, which by their account, was a great success. I still get e-mails from them wondering when they can come back. (I am not sure Pete and Judy have recovered enough for that.) We had a guest fly-in, over Memorial Day, with friends from Texas, Indiana and Arizona that saw some great flying and personal bests achieved. We had a most successful junior soaring camp...boy those kids are great to be around. And lastly we won the United States' portion of the On-Line, third in the World, for the second year in a row.

Along the way we had our share of missteps. We lost the Grob, and the use of towplane Ten Zulu for several months. But we overcame that with a nice replacement (Grob) from George Applebay and Steve Hill. Ten Zulu is now back with us with a new quiet prop. Several club members experienced significant damage to their personal planes that kept them earth bound for a while (all are back in the air).

We made some changes to our operations procedures. We have put into place a Mishap Board process to explore mishaps and to make recommendations to your board for damage resolution and for operations procedures changes. (This board has been put into

operation already.) We established an annual Safety Down Day. This means that, in March we will once again declare a Safety Down Day in which all club members must participate prior to flying club equipment, to include towing with our tow planes. We did a study of our Training processes, but I am sad to say that the club did not embrace the recommendations. This group did a super job at looking at how we train, but our membership was not ready to move to the next level.

So where are we going. Well, we have an On-line title to defend. We need to host another junior soaring camp. We need to get more juniors involved. We need to increase our club membership by at least eight new members. Bob Knight and I are going to look at an Operations training process. And we all need to fly more. John Daffer is putting together a requirement for all instructors to have an annual ride to validate that we are all teaching, and receiving, the same instructions.

And lastly, we need to ask ourselves why do we have this club? I would like to see more participation in the everyday operation of the club. We have members who contribute nothing but their obligation to Operations, but won't take another step to doing what is necessary to run the club. I mean we have folks who fly our airplanes, but have never taken the time to wash one, vacuum one out or be part of the waxing team. We have folks who use the club house, but have never taken it upon themselves to empty the trash or straighten it up. When visitors come and visit they always leave with the impression that we are the leaders in glider/club operations. We need to keep that title; it is more important that any On-Line title, because it defines who we are.

Sometime, this spring I will write a column on things I have learned from thirty years of

flying jets, they all apply to gliders. To wet your appetite...an instructor I had noticed I was "stepping" to the plane with just my flight suit and normal flying gear. It was seventy degrees outside and soon I was going to be strapped to that jet with a million dollar heating system. He pulled me aside and told me to go get my jacket and heavy gloves. He said: "dress to fly like you are going to have to walk home." I have noticed that only Mark Mocho has learned that lesson. Drop by his hangar and see how he prepares. It might save your life, or at least keep you comfortable until help arrives. Even in the summer it is not uncommon to see forty degree temp drops.

As always fly safe. Bob

The On-Line Contest

It's the quiet time for Moriarty, but first blood for the New Year was scored on January 3rdCK by Mike Abernathy and Mark Mocho in the Stemme. "We were just putzing about and it was getting bad," Mark reports. "But when we got back to the airport at about 9000ft we found the wave again. So we went on and scored TK km."

The real secret Mark admits is that they hadn't gotten drunk over New Year's and so were able to go fly. Soon it will be back to fly often, log every flight!

Winter Solstice

By Billy Hill

The winter solstice has come and gone and the Druids have put away their party hats for another year. We band of glider pilots should likewise be celebrating the winter solstice as it marks the point in the calendar year when the days begin to get longer again which in turn reminds us that the convective soaring season will be upon us in no time.

The OLC is our Agincourt [What? Shakespeare? How erudite. -ed] and now is time to prepare for the upcoming battle.

For those of you who have your own steeds, now is the time to practice the fine art of the spot landing. Proficiency in the art of controlling the point upon which you touch down is something that will come in very handy during this cross country season should you find your self out of lift and getting ready

to make an off field landing. Now is the time to schedule some instructional flights in either of the two Grobs and hone your flying skills. Touching down at a minimum airspeed and on a pre-determined spot will minimize the likelihood of doing any damage to your sailplane should you find your self in the ignominious position of landing out and calling for a retrieve.

Actually there is nothing wrong with making an out landing as that's part of learning to fly and read the sky. It's also a lesson that even a more experienced cross country pilot can certainly find himself in the position becoming reacquainted with. The point being that all of us who intend to fly cross country this season should polish up those skills which will lead to enlightened cross country decisions a part of which may in fact be an off field landing.

Now that we have a club data logger, there is certainly no reason not to be doing some additional cross country flying in the club equipment. After all, isn't that what we have that equipment for?

There are a few caveats worth remembering as regards club equipment. First, if you have not gotten together with a club CFI and been given, as a minimum, a briefing on the new G103, then you will need to do so before you fly it. Before using club equipment for cross country flying, you will need to show proficiency in rigging and more importantly, de-rigging your glider of choice. You will also need to go over how to load and unload the glider you will be flying from the club trailer. Currently our club Grob trailer is being used by George Applebay to store the remains of our old G103. At some time in the not too distant future we will need to help George unload it so that it will be available for our use.

All the above mentioned alludes to both currency and proficiency. This is a yearly topic that needs addressing. As I've mentioned in the past, professional pilots who ply their trade on a regular basis are required to take a proficiency check ride every six months, which is akin to being reexamined for the license they hold including an oral examination on the regulations as well as specifics regarding the aircraft they are flying. We as recreational pilots flying under Part 91 of the FARs are only required to take a check ride once every two years (BFR), and that's

not even a pass/fail. Although it's not a club requirement, taking a proficiency ride with a CFI at this time of year or perhaps in early spring is something all members should do; CFI's and tow pilots included. It's an idea I hope you will all consider following up on.

So, perhaps in the coming cross country days, both Henry V and Crispian [Lordie, Shakespeare again.-ed] will look down upon us, smile and grant us a year of safe and successful cross country flying to we few, we happy few, we band of glider pilots.

See you at the airport.

Landout Kit *by Renny Rozzoni*

In early December, there was a report about a Grob G103 that had landed out in the mountains of Southern California. It had been reported that the aircraft did not have an ELT, or radio or cellphone, and the two occupants got the "opportunity" of spending the night at about 4,200 feet in the cool, San Gabriel mountains, with no emergency supplies or clothing.

This incident prompted Towlines to think about "landing out" and what supplies and equipment would be recommended for carrying in your glider in the event you didn't make it back to Moriarty. This is especially important when planning to fly cross-country over the remote and desolate terrain common in New Mexico.

So, the purpose of this short article is not to try to cover specific survival techniques and procedures, but simply to encourage each of you to think about what items you might need if you have to land out. You do need to be prepared in case you have to spend the night or even longer on your own at possibly a remote location.

I use a fanny pack for carrying my land out supplies which gives me plenty of room for my survival gear and it also gives me a pack that I can strap on to carry my supplies as needed. Every winter I go through the pack to ensure that my batteries and my food items are fresh, and that all items are "operational."

Here's a listing of the items that I carry in my pack:

- Hiker's First Aid Kit
- Strobe Light with fresh batteries
- Pocket Flashlight
- Signal Mirror
- Windproof Lighter
- Compass
- Swiss Army Knife
- Space Blanket
- Gerber Multi-Plier Pocket Tool
- Food Items (Power bars, Clif bars, granola bars, etc.)
- Individual Survival Kit which includes items such as: waterproof matches, whistle, candles, tube tent, duct tape, nylon cord, energy bars, etc.

In the glider I also always carry:

- Two 70 oz Camelbacks with water and carrying case that can be carried on my back. One is used in flight and the other is my emergency back-up
- a land out tie-down kit containing: nylon ropes, stakes and a hammer to pound the stakes into that hard, dry New Mexico dirt
- my cell phone
- handheld VHF, aviation band radio

I do not own an ELT, but this is an important item that could prove very useful. Built in ELTs can be purchased from suppliers such as Wings and Wheels for a bit over \$200, while portable, user activated, ELTs cost under \$400. Portable ELTs can be attached to your parachute in case you have to make a quick "exit." With that thought in mind you may want to take this a step further and think about what items you may want to have with you in case you have to bail out and leave your ship behind. Wearing hiking pants with multiple large pockets for basic survival gear, can be very useful when you fly.

There is extensive material on survival techniques and survival kits on the web and I encourage you to read about survival especially during the "quiet time" before our summer soaring season begins.

Finally, there are many web sites that sell various types of survival gear. You can also obtain many of these items at sporting good stores such as: REI, Big 5 and the Sportsman's Warehouse. I recently visited the Sportsman's Warehouse in Albuquerque and they have an extensive selection of survival supplies. They even have personal survival kits available for under \$20.00.

Hopefully, every land out will be a "non-event," but should you really end up out in the "boonies," having the right gear will help ensure that you have a safe wait for what is, hopefully, a rapid retrieve!

Now, fly high, fly far, earn those OLC points and be safe out there!

ASC Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
Jan 28 Saturday	MORRISON B	WILSON B	COLLINS A	FARRIS J
Jan 29 Sunday	LUBITZ M	ANDERSON N		THOMAS R
Feb 4 Saturday	GUILLORY S	HUDSON R	BUEHRE K	TICHY T
Feb 5 Sunday	HEERMANN A	BUENAFE C		WADSWORTH H
Feb 11 Saturday	LEVY R	OKANDAN M	DAFFER J	WRIGHT R
Feb 12 Sunday	MARTINEZ J	McKNIGHT P		CARLTON R
Feb 18 Saturday	RESOR B	SIGALA M	MORRISON B	FARRIS J
Feb 19 Sunday	DEVINE R	EKDAHL C		STOGNER M
Feb 25 Saturday	AIKEN G	MORRISON B	SAXTON H	HILL W
Feb 26 Sunday	BUENAFE C	CUMIFORD Jr. J		THOMAS R
Mar 4 Saturday	POZZI G	DULING K	ROESKE S	TICHY T
Mar 5 Sunday	TRAVELSTEAD B	BROTHERS L		WADSWORTH H
Mar 11 Saturday	WILSON B	HARE J		HILL W
Mar 12 Sunday	KAWAL D	VREDENBURG P	TAYLOR K	WRIGHT R
Mar 18 Saturday	BANKS H	CARRIS M	WIER J	CARLTON R
Mar 19 Sunday	OKANDAN M	HUDSON R		HILL W
Mar 25 Saturday	McKNIGHT P	LUBITZ M	BUEHRE K	FARRIS J
Mar 26 Sunday	SIGALA M	GUILLORY S		STOGNER M
Apr 1 Saturday	EKDAHL C	HEERMANN A	COLLINS A	THOMAS R
Apr 2 Sunday	RESOR B	LEVY R		TICHY T

The Annual Gala

Once again we hosted the Annual Soaring Gala at the Marriott Pyramid. (I don't know why it is called the pyramid, I didn't see any mummies, although I think there is a curse.) Sixty aviators met and socialized to a near perfect event hosted by Howard Banks. I say near perfect, because it would have been more perfect if more of our group would have taken the time to join us. You know the old saying; "their loss..." One of the highlights of the evening was the debriefing by Chip Garner on the recent Grand Prix in France. The "story" was extremely interesting and the videos were breathtaking. We topped the evening off with presentation of the annual awards. It is always good to reward our members for "deeds done good". Below is a summary of the awards presented:

Most Instruction

Jimmy Wier. 80 instruction flights

Most Tows

Ryan Thomas. 152 tows

Aero-tek X-C Award - For the longest flight over 300km out of Moriarty.

Chip Garner. 1009.49 km

Kim Harmon X-C Award - for the 6 longest handicapped flights originating in Moriarty for a pilot with a gold badge or equivalent X-C experience.

1st - Billy Hill, Discus, 4006 pts
2nd - Jim Cummingford, Ventus, 3479 pts.
3rd - Mark Mocho, Pegasus, 3105 pts.
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ASC X-C Award-Classic Class - Same as Kim Harmon for a pilot with less than gold badge experience.

1st - Ryan Thomas, std Libelle, 1577 pts.
2nd - Dave Harmony, Ventus, 952 pts.
3rd - Jeff Block, PW-5 407 pts.

ASC X-C Award-Best Speed- For the best handicapped speed over a course greater than 300km.

Billy Hill. Billy flew a 611km course at a speed of 151.1kph (93.9smph).

1-26er Award for accomplishment related to the 1-26.

Carl Eckdahl. Carl was contest director for the 2005 1-26 Championships. Contest participants were unanimous in their praise for his efforts.

Harland Ross Award for soaring Excellence

Chip Garner. Chip was 1st in the world in the FAI OLC Centenary contest. He also participated in the Sailplane Gran Prix at St. Aubans, France.

Ain't soaring fun Award.

Howard Banks, Murat Okandan, Jim Wier. This is a joint award to the three ASC pilots who managed to break gliders this year.

Paul Callies Award for advancement of soaring.

Mitch Hudson. Mitch has been a very strong supporter of soaring at Moriarty. He organized junior soaring camps, invited other clubs to Moriarty and assisted in the 1-26 contest.

Paul Scates Award for outstanding Service to ASC.

Harry Saxton, Ash Collins, Bob Knight. conducted an in-depth review of the ASC bylaws and operations policy. They made numerous recommendations to the board for changes.

ASC Safety Award.

Markus Graeber. Markus prepared a detailed analysis of glider accident history in New Mexico which he presented to the membership during our safety down day.

ASC X-C High Point Award.

For most points scored in the OLC contest. This is a new ASC award. The trophy was donated by Mary Lattimore.

Mark Mocho. 15,057.4 points in 53 flights.

To those that attended, thank you for your support. For those that didn't attend and couldn't take the time to help us by answering our plea for RSVP...(in the words of Gomer Pyle) shame, shame, shame. Me personally I am looking forward to next year.
Bob Hudson

